

EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality: Inland waterways

Priority Area 11 – To work together to tackle security and organised crime

Joint Working Group Meeting of Priority Area 1a and Priority Area 11 of the EUSDR

Budapest, Hungary

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MINUTES

Author(s):

Joint Technical Secretariat of PACs 1a

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Venue: Danube Commission, Benczúr utca 25, Budapest, Hungary
Attendants: see attached list of attendants

1. Welcome statement by Danube Commission

Mr. **Petar Margic** (Danube Commission) welcomed all participants. He emphasised the good cooperation between PA1a and PA11 to jointly work on the issue of administrative barriers. The Danube Commission also takes this topic very seriously and regularly puts it on the agenda of their Working Groups. The Danube Commission therefore elaborated the “Recommendations for ensuring the security of navigation on the Danube” as a basis for further works in this field of action.

2. Introduction: The cooperation between PA1a and PA11

Mr. **Gert-Jan Muilerman**, the representative member of the Technical Secretariat for Priority Area 1a, welcomed all participants on behalf of PA1a and thanked the Danube Commission for providing their premises for the purpose of the meeting. He explained the background of the joint working group of PA1a and PA11 and summarised the steps already taken within its framework. Mr Muilerman emphasised that of the various types of administrative barriers along the Danube the working group is first and foremost concentrating its efforts on border controls. He stressed that the aim of today’s meeting was to end the consolidation phase for the elaboration of the three DAVID forms, as proposed by PA1a and reviewed by the relevant PA11 stakeholders, and to reach a consolidated version of all three forms by the end of November 2017.

Mr. Muilerman further presented the status of the so-called “Flagship Initiative on Administrative Processes”. DG MOVE also acknowledges the importance of this topic and could declare the efforts of the joint PA1a & PA11 Working Group, the DANTE and the RIS COMEX project as flagship initiative for the Rhine-Danube Corridor. He also shortly explained the connection of the Working Group with the DANTE project.

Mr. **Gergely Mezö** (RSOE) appreciated the work of the DANTE and the RIS COMEX project, which cover the commercial and the RIS side of the activities in this area. Nevertheless, he criticised the missing link from the side of the relevant authorities and suggested to have a platform for addressing the issue of administrative barriers on the level of the competent authorities. The concluded DARIF project (2013 – 2015) had, amongst others, exactly that purpose. Another project co-funded by the EU is needed to increase the commitment of the responsible control authorities.

Mr. **Muilerman** explained that precisely such a platform is currently realised in the cooperation between PA1a and PA11.

3. Overview of 8 priority measures including status quo of the implementation and preliminary results

Speakers: Mr. Simon HARTL (PA1a / viadonau / Coordinator for measures M01, M05, M06, M14, M15)
Mr. Hubert GRIEPE (Bavarian State Criminal Office / Coordinator for measures M04, M10, M11)

Mr. **Simon Hartl** (viadonau) gave an overview of the status quo of the cooperation between PA1a and PA11. In the course of a working group meeting in June 2016 20 measures were developed, eight of which were identified as priority measures. Five of these measures are being coordinated by PA1a (M01, M05, M06, M14 and M15). The remaining three are under the coordination of PA11.

Mr. **Hubert Griepe** (Bavarian State Criminal Office) introduced himself as the coordinator for the implementation of M04, M10 and M11. He thanked the Danube Commission for the invitation and was pleased to have almost 50 stakeholders present and interested in the meeting.

Mr. **Hartl** gave an overview of the implementation status of the priority measures coordinated by PA1a and described the next steps. In the upcoming weeks PA1a will particularly focus on the finalisation of templates for unified control forms (arrival and departure report, crew list, passenger list) within measure 01. With regard to the Practical Manual on Border Controls published in April, PA1a is still missing inputs from the Ukrainian control authorities. In addition Mr. Hartl emphasised the importance of continuous monitoring of officially published opening hours at all control points, as carried out within measure 06. He urged the present shipping companies and waterway users to make their observations known and report in cases where the published opening hours are not accurate.

Mr. **Griepe** presented the aim of the three measures coordinated by PA11. He further stressed the importance of avoiding multiple nautical controls, for the benefit of both authorities and waterway users. Gathering data jointly and recognising the control results of other countries is crucial to avoid unnecessary controls along the Danube. Mr. Griepe had already received feedback from four Danube riparian states, expressing their interest to cooperate in this area. He asked the present representatives of Hungary and Croatia for a statement on this matter.

Mr. **Mező** and Mr. **Kristijan Horvat** (Croatian Ministry of the Interior) both regretted not to be able to make a binding statement on this matter and promised to forward the request for feedback to the responsible authorities.

Feedback is also still missing from Slovakia, Romania and the Ukraine. An additional request for feedback until 30 November 2017 will be sent in addition to these meeting minutes.

4. Status of the work of the Danube Commission in the field of security

Mr. **Pjotr Suvorov** (Danube Commission) presented the activities of the Danube Commission in the area of security of navigation on the Danube. The Danube Commission's recommendations, adopted in 2014, identified several tasks that need to be addressed in the future. In particular, Mr. Suvorov explained the objectives of the "Working Platform for the development of the security system for IWT (SIWT System)" which was established to coordinate with competent stakeholders and authorities to drive forward the implementation of the identified tasks.

Mr. Suvorov expressed the explicit wish to intensify the cooperation with the PA1a and PA11 Working Group and DG MOVE.

5. Presentation and discussion of the DAVID forms

Speakers: Mr. Simon HARTL (PA1a / viadonau / Coordinator measures M01, M05, M06, M14, M15)
Mr. Ulf MEINEL (PA1a / viadonau / Coordinator measures M01, M05, M06, M14, M15)

- Overview of feedback received so far
- Discussion on next steps towards simplification/harmonisation
- Discussion on next steps towards possible digitalisation (link to activities in RIS COMEX project and the EU's eGovernment Action Plan)

Mr. **Hartl** remarked that the consolidation phase for the simplification and harmonisation of the proposed DAVID forms has been going on for several months and a lot of positive feedback was received from the competent authorities during that time. The next step will be to reach a final decision on the data fields to be covered by the DAVID forms and to prepare their coordinated application in all Danube riparian states.

Mr. **Ulf Meinel** (viadonau) shortly summarised the feedback received by the respective authorities of the Danube region. Except for the responsible stakeholders from Romania and Ukraine all control authorities provided their feedback. Mr. Hartl stated that the working group members from these two countries were not present at the meeting. They will be asked again to provide feedback by the end of November 2017. The receipt of their feedback and any additional feedback submitted by 30 November will mark the end of the consolidation phase. This agreement on a technical level is necessary before starting the implementation process on the political level. Mr. Hartl reminded the participants of the meeting that the aim was to agree on a minimum set of data and not to elaborate a maximum set of data.

Several issues raised by the Hungarian and Bulgarian authorities in their feedback to the DAVID forms before the meeting were discussed in the working group:

Hungarian feedback on the DAVID Arrival and Departure Report

Mr. **Mező** acknowledged that not all Danube riparian states make use of the data field "navigation mode" in their current forms. Nevertheless, Hungarian Water Police needs this data field and it should be included in the proposed DAVID form.

Mr. **Robert Rafael** (Pro Danube International) agreed with Mr. Mező and stated that this information is also important in terms of safety as emergency services and rescue forces need to know the detailed number of persons aboard in case of accidents.

Mr. Hartl stated that the number of persons aboard is given in the crew/passenger list which has to be carried along anyways. PA1a will further look into this issue and take a decision whether the navigation mode can/should be inserted.

It was also agreed to delete the data field "ADN number" from the Arrival and Departure Report, since this information would be mandatory in the ADN report in cases where dangerous goods are transported.

Mr. **Béla Szalma** (Hungarian Federation of Danube Ports) remarked that the air draft of the vessel was not included in the proposed DAVID form. A data field for the minimum and the maximum air draft should be included for safety reasons.

Mr. **Reinhard Vorderwinkler** (Pro Danube International) replied that the air draft can vary throughout the journey and that data like this needs to be agreed on between the vessel operator and the port authorities.

PA1a will look into this issue and decide whether to include this data field in the Arrival and Departure Report.

Bulgarian feedback of the DAVID Arrival and Departure Report

Ms. **Teodora Atanasova** (Regional Directorate Border Police Ruse) explained that until March 2017 IMO forms were used in Bulgaria and that customs, water and border police have recently switched to the electronic single-window system, in which the three authorities can work together. Ms. Atanasova stated that the DAVID forms are not suitable to be applied for inland navigation. Asked by Mr. Hartl for the reasons why they should not be suitable, Ms. Atanasova announced that she will talk again to the competent authorities and provide further feedback by 30 November.

Hungarian and Bulgarian feedback of the DAVID Passenger List and the Crew List

It was agreed to include a data field for the gender of the crew members and/or passengers.

Mr. **Mező** reported that currently only passenger lists are recorded electronically in Hungary. With the upcoming introduction of new RIS infrastructure in Hungary, the competent authorities will probably introduce electronic reporting for all lists and forms.

It was clarified that all forms need to take into account the Schengen rules for external borders. Therefore PA1a will check whether the type, the serial number and the expiry date of visas or residence permits will have to be included in the crew list and passenger list.

Mr. **Hartl** thanked all participants for their feedback and emphasised that the DAVID forms constitute a joint PA1a&PA11 proposal and that the final decision about their content will be taken on the political level.

5. Next steps

Mr. **Muילerman** summarised the difference between the very detailed technical level, which comprised of the elaboration and discussion of the DAVID forms, and the more strategic level where the application of the forms will be ensured.

PA1a and PA11 will elaborate a detailed proposal for the application of the DAVID forms in the Danube region and will aim at getting the formal endorsement of this proposal by the PA1a and the PA11 Steering Groups. This proceeding was already applied for the elaboration of the "Fairway Rehabilitation and Maintenance Master Plan" and has proven a fruitful approach.

The long-term vision is to digitalise the now simplified and harmonised forms. Mr. Muילerman presented two initiatives in the area of digitalisation:

- The aim should be to comply with the eGovernment Action Plan and to possibly be declared as one of the pilots of the Action Plan.
- In the framework of the RIS COMEX project it should be considered to use the data already available in the RIS services to pre-fill the DAVID forms. Not all data fields will be available in a digital form in RIS, but the ones available could and should be used. The link between the two systems is crucial.

Mr. **Mario Sattler** (viadonau) proposed to have a separate session dealing specifically with the expectations towards the RIS COMEX project in the course of the next Working Group meeting. This session would clarify which issues will and can be covered by RIS COMEX.

Mr. **Hartl** summarised the time schedule for the next steps. Last comments or feedback on the DAVID forms can be submitted until 30 November 2017. The discussion and consolidation phase will then be closed; PA1a will aim at gathering Romanian and Ukrainian feedback by then. The consolidated version of the DAVID forms will be available at the beginning of 2018.

Another joint meeting of the PA1a and PA11 Working Group and the DANTE Working Group will most probably be held in Karlsruhe in April 2018.

Mr. **Hartl** and Mr. **Muילerman** thanked all participants for their active involvement in the meeting and stressed the necessity to participate in all future meetings of the Working Group in order to keep up the good cooperation. Representatives of all Danube riparian states should participate in future meetings.

The coordinators of PA1a presented the following next steps to be implemented by the working group members:

- 30/11/2017 Last chance to submit outstanding feedback to PA1a and PA11 coordinators**
- M01/M11 DAVID forms
 - M05/M14 Practical Manual – Ukrainian inputs
 - M04a: Database to avoid multiple controls
 - M04b: Joint training and exchange of know-how
 - M10: Number of control personnel
- 02/2018 Coordination of endorsement on political level through the PA1a and PA11 Steering Groups**
- 24/04/2018 Joint PA1a/PA11 Working Group in Karlsruhe**

The involved working group members will also be informed in separate mails to provide their technical inputs.

Mr. **Margic** concluded the meeting by inviting all participants to lunch.