

## 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

Karlsruhe, Germany

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### MINUTES – Morning Session

Author(s):

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**Time:** 24/04/2018; 09:30 – 12:00 hrs  
**Venue:** Hafenkantor, Werftstr. 12, Karlsruhe, Germany  
**Attendants:** see attached list of attendants

## 1. Welcome Note

**Speaker:** Ms. Patricia ERB-KORN (Rheinhäfen Karlsruhe)

**Ms. Erb-Korn** welcomed all participants and presented the history and development of the Rheinhäfen Karlsruhe, which consist of the larger Rheinhafen with five basins for dry cargo and the smaller oil port for liquid cargo further downstream. She emphasised a port gate that protects the Rheinhafen in case of high water. Waterside transshipments amount to 7.3 million tons and 150 companies employ around 5,000 employees in the port.

## 2. Introduction

**Speaker:** Mr. Gert-Jan MUILERMAN (PA1a / viadonau)

**Mr. Gert-Jan Muilerman**, the representative member of the Technical Secretariat for Priority Area 1a, thanked Ms Patricia Erb-Korn of Rheinhäfen Karlsruhe for providing their premises for the purpose of the meeting and Ms Sliwinski of Steinbeis Europa Zentrum for the organisation of the meeting. He explained the rationale for the joint working group between PA1a and PA11, which consists of simplification, harmonisation and digitalisation in order to achieve improved border controls along the Danube. He described the implementation of targeted measures by naming the measures' final objectives. Mr. Muilerman continued by pointing out that the PA1a & PA11 working group is now part of one out of six presented TEN-T corridor flagship projects, which will be launched during the TEN-days in Ljubljana on 26 April 2018. He closed by providing a description of the flagship project.

## 3. Status quo of the Working Group on administrative processes

### Overview of activities implemented in cooperation between PA1a & PA11

**Speakers:** Mr. Hubert GRIEPE (PA 11 / Bavarian State Criminal Office)  
Mr. Simon HARTL (PA1a / viadonau)

**Mr. Simon Hartl** opened his speech by presenting a brief summary about the purpose of the 20 joint recommendations (measures) that are clustered to six thematic fields, which he then displayed in an overview. He stressed that the clusters "Control forms" (measures M01, M02, M03, M11 and M16) and "Control database" (measure M17) were in the focus of this working group meeting. He then continued with the cluster "Control forms" by giving a summary about the further development of the Danube Navigation Standard Forms (DAVID), which were adapted according to the feedback from the working group members. The Ukraine was contacted several times but did not provide any reaction on the forms up to now. All other Danube riparian states were actively involved in shaping the standard control forms.

**Mr. Hubert Griep**e presented the status of the "Control database" cluster (measure M17). He mentioned the positive feedback to his request sent out on 13 July 2017 he received from most of the working group members - with the exception of Slovakia, Hungary and the Ukraine. Mr. Griep announced that the most suitable control database would be identified by the present working group members in the afternoon session.

## Overview of activities implemented in the DANTE project

**Speaker:** Mr. Róbert RAFAEL (Pro Danube International)

In his presentation **Mr. Róbert Rafael** showed several overviews regarding the involved partners of the DANTE project, the project's work breakdown structure and objectives. He stressed that the projects' objectives also aim for the simplification, harmonisation and digitalisation of the administrative procedures on the Danube and its navigable tributaries. After Mr. Rafael had elaborated the project's thematic areas and its work approach he presented the "Transnational IWT Barrier Reporting Tool", which was launched on 21 September 2017, and pointed out that this tool is in line with the "same river – same rules" vision. Mr. Rafael also mentioned the project's further results that were achieved by April 2018. He closed his speech by mentioning further topics for the DANTE projects and providing a conclusion, the project's outlook and online information sources about the project.

## 4. Final PA1a proposals for harmonised control forms (DAVID forms: arrival and departure report, crew list, passenger list)

**Speaker:** Mr. Simon HARTL (PA1a / viadonau)

**Mr. Hartl** presented the final PA1a proposals for the arrival and departure report, the crew list and the passenger list. He pointed out that that the focus of that day is on a joint decision on the final versions of the DAVID control forms and the next steps in the transnational implementation. He showed an overview of the adaptations that were made since the latest working group meeting and elaborated in detail the feedbacks to the DAVID forms from Hungary, Romania, Bulgaria and the amendments carried out by PA1a in the meantime. With regard to the contribution of Hungary, Mr. Hartl stressed that the requirements of the Schengen Border Code will be fulfilled by the new design of the control forms. He then concluded that the feedback was generally positive and that no fundamental objections to the implementation of the DAVID forms in the current version were expressed, which leads to an agreement on a technical level to apply the final draft of the DAVID forms along the Danube. The final version of the DAVID arrival and departure report, crew list and passenger list are sent out together with these minutes to the working group members.

The next steps need to be taken on the level of the responsible ministries. Mr. Hartl continued by addressing that a lot of procedural issues now need to be clarified on national and international level. He stressed that an agreement on the data fields covered in the first three unified control forms will form a good basis for further harmonisation. Finally, he thanked all involved control authorities and DANTE partners before opening the Tour de table.

While discussing the received feedback from Bulgaria, **Ms Eleonora Ivanova** (Bulgarian-Romanian Chamber of Commerce and Industry BRCCI) mentioned that the proposed DAVID forms were in general accepted by Bulgarian control authorities and that they might replace the conventional forms in Bulgaria.

**Mr. Zoltán Nádai** (Hungarian Ministry of Interior) asked whether a data field to distinguish between dangerous goods and non-dangerous goods could be implemented into the DAVID Arrival and Departure Report. He accepted the proposal of **Mr. Hartl** that in the case of hazardous cargo, the foreseen additional form for such kind of cargo should be sufficient (dangerous goods manifest). To put this information in the Arrival and Departure form would lead to redundant information.

**Mr. Alexandru Serban Cucu** (Association of Shipowners and River Port Operators in Romania AAOPFR) raised the question if the DAVID forms will also be used by other authorities (customs agencies, water police, etc) in addition to the border police authorities, which was answered positively. Mr. Cucu also asked why the RIS data, which captains are obliged to submit, are not simply integrated into electronic border control forms. **Mr. Mario Sattler** (viadonau) replied that for reasons of data protection the data procession in RIS need a clearly defined purpose and that RIS was set up first and foremost for traffic safety not for carrying out law enforcement. The processing of RIS data for further

purposes could only be regulated on national level by each Danube riparian country (national legal framework needs to be created).

## 5. PA11 proposals for transnational control database and training sessions in the field of ADN

**Speaker:** Mr. Hubert GRIEPE (PA 11 / Bavarian State Criminal Office)

**Mr. Griepe** opened his speech by explaining the objectives of a proposed transnational control database. He then briefly presented the German SKD.NET and mentioned its advantages and disadvantages regarding its suitability as a transnational control database. Mr. Griepe continued by presenting the IBISweb from Aquapol and listed its benefits. In-depth presentations of these systems and discussions were announced for the afternoon session. Mr. Griepe continued by stating the positive feedbacks from the working group members to the training sessions in the field of ADN, with the exceptions of Slovakia, Hungary and Ukraine, from which no feedbacks were received. A transnational ADN workshop was announced by Mr. Griepe, which will be held from 24 – 25 October 2018 in Tegernsee, Germany. A further Tour de table finalised his speech.

## 6. Implementation strategy and next steps

### Steps towards a Danube-wide application of measures to simplify, harmonize and digitalize border control processes

**Speaker:** Mr. Gert-Jan MUILERMAN (PA1a / viadonau)

**Mr. Muilerman** briefly explained the implementation strategy and the next steps between April and July 2018 (see attached PowerPoint presentation). The most important steps will be the presentation of technical proposals on selected issues such as the DAVID forms in the PA1a und PA11 Steering Groups and the drafting of ministerial conclusions (Danube Transport Ministers) to be endorsed on 3 December 2018. These conclusions will be prepared by PA1a in conjunction with DG MOVE and the incoming Austrian EU Presidency. In parallel a path towards anchoring of technical results in EU legislation and/or further recommendations will be prepared together with DG MOVE and other relevant European institutions, as well as the Danube Commission.

### Pilot development in the field of River Information Services (RIS)

**Speaker:** Mr. Mario SATTTLER (viadonau)

At the beginning of his speech **Mr. Sattler** addressed the previous question of Mr. Cucu and referred to article 3 of the RIS Directive defining the rights and duties of the member states. He then presented an overview of the RIS COMEX project and its mission, which aims at enabling reliable route planning by supplying dynamic and static fairway and infrastructure information (level 1 services), voyage planning and traffic management by providing traffic information (level 2 services) and supporting transport management of the logistics partners (level 3 services). He elaborated the current status of the project and announced that the implementation phase of the diverse RIS COMEX services will start midyear of 2018 and will be finalised at the end of 2020. Services of relevance for electronic reporting, and which therefore shall facilitate the reduction of the administrative burden, are the level 3 services, namely ILE.10 (provision of information for efficient reporting and control processes), ILE.11a (provision of reporting requirements) and ILE.11b (electronic report gateway service). Mr. Sattler showed the congruence of the services' purposes with measure M16, which is to enable the electronic submission of forms prior to the control. Furthermore, he explained the proposed architecture for electronic reporting related services and the implementation schedule.

**Mr. Hartl** finally stressed the importance of RIS in achieving a transnational harmonisation of administrative processes related to inland navigation.

**Mr. Muilerman** concluded the meeting.