**Full project title:** Convention for Waste Management for Inland Navigation on the Danube

**Short project title:** (acronym) CO-WANDA

**Project website:** www.co-wandaproject.eu

**Project ID:** PA1A017

**Need and added value for Danube Region Strategy:**
Inland navigation is a promising, environmental-friendly transport mode. Since transports are mostly carried out beyond national borders, existing international conventions ensure the smooth operation of vessels on the rivers and unify national laws. Besides fairway related issues, technical requirements for vessels and guidelines for the transport of dangerous goods, the management and handling of ship-borne waste shall follow harmonised and state-of-the-art procedures. Yet, an International Danube Ship Waste Convention (IDSWC) along the Danube is still missing.

**Objective(s) of project:**
Based on the findings of the WANDA project (www.wandaproject.eu), the main focus of CO-WANDA is on initiative work for a binding treaty, which shall provide clear guidelines for ship waste management along the Danube. The support of national and international authorities, stakeholders and opinion leaders is a driving force for the successful implementation of international cooperation activities. In fact, the harmonisation and adaptation of available ship waste management systems will decrease the risk of illegal discharges of ship wastes and thereby support the protection of valuable river ecosystems and the means of livelihoods for future generations in the Danube region.

**Planned project activities:**
- **Advancement of available ship waste management systems**
  Common strategies for waste prevention (1), cargo related wastes (2) and wastes from passenger vessels (3) which will be developed in cooperation with inland navigation companies, help to save resources, raise the awareness of the crew and reduce waste amounts. A comprehensive, user-friendly state-of-the-art ship waste reception facilities network (4) protects the river from illegal waste dumping. Unified procedures for payment of ship waste disposal and usage of River Information Services for communication between vessels, service providers and controlling authorities are part of the conceptual approach to the IDSWC (5).

- **Implementation of practical tests and pilot activities**
  Practical tests and pilot actions verify developed technical concepts and allow the gathering of data. Hence, they shall be developed along Danube, covering the Upper, Middle and Lower Danube region. Activities comprise testing of the financing model for oily and greasy ship wastes elaborated in WANDA, tests of waste cards for vessels, integration of River Information Services into waste disposal services and connecting financing systems of maritime Danube ports to Danube Inland Waterway System. Data gathered and findings made will build the empiric basis for preparation of the IDSWC.

- **Development of an International Ship Waste Convention on the Danube**
  A binding international ship waste convention harmonises and coordinates the development of ship waste management systems along the Danube. The initiation and implementation of preparatory activities will be developed in cooperation with experts from the field of inland navigation, national
administration and public international law. An "International Implementation Board", formed by experts during the project’s lifetime, will press ahead the implementation of the International Danube Ship Waste Convention.

Transboundary impact: All Danube riparian countries are participating in CO-WANDA as project partners except Germany, which is involved as observer organisation. Choosing a comprehensive transnational approach, the efforts made on the national level will be harmonised and bundled. In 2013, a new Partner from Moldova could join the Consortium with ENPI means, thus investigations can be extended to other navigable Rivers as well.

Project beneficiaries / target groups:
- Authorities dealing with environmental protection, waste management and inland navigation in the Upper, Middle and Lower Danube countries
- Stakeholders of the inland waterway sector, in particular skippers navigating the Danube, ship-owners and fleet operators, port administrations and port operators, waste collection companies and bunkering stations
- International organisations active in the field of environmental protection, waste management and inland navigation and waste management for inland navigation (Danube Commission, CCNR, ICPDR, Sava Commission and the German Bilgenwasserentsorgungsverband)
- Policy makers, their advisers and teams and high ranked civil servants

STATUS AND TIME FRAME

Current project phase: (please tick a box)
- ✔ Implementation
- ☐ Definition (e.g. project idea, abstract)
- ☐ Preparation (e.g. project proposal, feasibility study)
- ☐ Completion

Start date: 01.10.2012  
End date: 30.09.2014

Notes: CO-WANDA is funded under the EU's South East Europe Transnational Cooperation Programme. Electronic Vignette System available

PROJECT TEAM

Project leader: via donau – Österreichische Wasserstraßen-Gesellschaft mbH / Austria

Project partner(s):
- VUVH - Water Research Institute Bratislava / Slovakia
- KTI - Institute for Transport Sciences Non Profit Ltd / Hungary
- RSOE - National Association of Radio Distress-signalling and Infocommunications / Hungary
- APDF - Compania Națională Admiistrația Porturilor Dunării Fluviale S. A. Giurgiu / Romania
- APDM - National Company - The Maritime Danube Ports Administration SA Galati / Romania
- EAEMDR - Executive Agency for Exploration and Maintenance of the Danube River / Bulgaria
## Project Data Sheet

- **PAV** - Public Institution Port Authority Vukovar / Croatia
- **PLOVPUT** - Directorate for Inland Waterways / Serbia
- **RDA South** - South Regional Development Agency / Moldova
- **DFEAEI** - Department of Foreign Economic Activity and European Integration of Odessa Regional State Administration / Ukraine
- **EPPO** – Environmental Pollution Prevention Office/ Moldova

### Contact person:
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- **Organisation:** via donau – Österreichische Wasserstraßen-Gesellschaft mbH
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- **Website:** www.via-donau.org; www.co-wandaproject.eu

### FINANCING

<table>
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<th>Available: (please tick a box)</th>
<th>Yes</th>
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**Total budget:** 1,820,000 EUR

**Source(s) and amount (potential sources for project ideas):** (please tick a box and provide further info)

- **National/regional funds:** 267,982.53 (State budget of project partners)
- **EU funds:** 1,272,527.69 (European Regional Development Fund) 189,361.96 (Instrument for Pre-Accession Assistance) 90,014 (European Neighbourhood and Partnership Instrument)
- IFI loans:
- Private funds:
- Other:

### PROJECT ENVIRONMENT

**Project cross-reference:**
- Ship borne oily water and waste on the Danube (1999-2000, PHARE)
- **SEE MARINER** – South Eastern Europe Marine and River Integrated System for Monitoring the Transportation of Dangerous Goods (2011-2013, SEE)
- TransWaste – Formalisation of informal sector activities in collection and transboundary shipment of wastes in and to CEE (2009-2012, CEE)

**Cross-reference ID(s):** PA1A003
**Strategic reference:**

- **Sustainability** is one of the priorities of EU 2020, the European Union’s growth strategy for the current decade. CO-WANDA contributes to sustainable growth by pressing ahead environmental protection, reduction of emissions and cooperation with inland waterway companies and ports. Through the advancement of the sector’s environmental performance, CO-WANDA enhances the competitive position of inland waterway transport in the Danube Region.

- Waste prevention and management are one of the four top priorities of EU's **Sixth Environment Action Programme**. The preventive approach to waste management is detailed in the 2005 Thematic Strategy on Waste Prevention and Recycling and the Waste Framework Directive (2008) where it has highest priority in the waste hierarchy. Also, member states are required to develop waste prevention programs not later than December, 12th 2013. CO-WANDA has a clear focus on waste prevention on vessels and will support national waste prevention plans by its findings.

- The **European Action Programme for Inland Waterway Transport (NAIADES)** aims at promoting inland waterway transport. CO-WANDA contributes to three out of five defined strategic areas, namely fleet, infrastructure and market.

- **Danube Region Strategy** supports creation of synergies between existing policies and initiatives in the Danube Region. WANDA is explicitly mentioned as a contribution to the “Improvement of Mobility and Multimodality”; moreover it clearly supports other identified priorities, such as environmental protection or strengthening the region by fostering transnational cooperation.

**Relevant legislation:**

The legislative framework contains relevant EU, international and national out of the fields waste management, water protection, recommendations and rules for handling of waste by inland navigation as well as existing international agreements for management of ship waste, such as the “PROTOCOL ON PREVENTION OF THE WATER POLLUTION CAUSED BY NAVIGATION TO THE FRAMEWORK AGREEMENT ON THE SAVA RIVER BASIN”, Danube Commission’s Recommendations and the CDNI.

**Other:**

- Ship borne oily water and waste on the Danube (1999-2000, PHARE)
- **SEE MARINER – South Eastern Europe Marine and River Integrated System for Monitoring the Transportation of Dangerous Goods** (2011-2013, SEE)
- **CODENAV Project** (RO)
- Ship-generated waste collection and processing system and response in cases of pollution on the Danube sector managed by the CN APDF SA Giurgiu - RO

**EUSDR Embedding**

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<th>Relation to other Priority Areas of the Danube Region Strategy: (please tick a box)</th>
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<td>☐ PA02: To encourage more sustainable energy</td>
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<tr>
<td>☐ PA03: To promote culture and tourism, people and people contacts</td>
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<td>☑ PA04: To restore and maintain the quality of waters</td>
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<tr>
<td>☑ PA05: To manage environmental risks</td>
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<tr>
<td>☑ PA06: To preserve biodiversity, landscapes and the quality of air and soils</td>
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## Project Data Sheet

### EUSDR Compliance

**Compliance with targets of the Danube Region Strategy:**

(please tick a box)

- [ ] Increase the cargo transport on the river by 20% by 2020 compared to 2010.
- [ ] Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015.
- [ ] Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport 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 2015.
- [ ] Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.

**Compliance with actions of the Danube Region Strategy:**

(please tick a box)

- [ ] To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way.
- [ ] To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections.
- [X] To modernise the Danube fleet in order to improve environmental and economic performance.
- [ ] To coordinate national transport policies in the field of navigation in the Danube basin.
- [ ] To support Danube Commission in finalising the process of reviewing the Belgrade Convention.
- [ ] To develop ports in the Danube river basin into multimodal logistics centres.
- [X] To improve comprehensive waterway management of the Danube and its tributaries.
- [X] To promote sustainable freight transport in the Danube Region.
- [ ] To implement harmonised River Information Services (RIS).
- [ ] To invest in education and jobs in the Danube navigation sector.

### Affiliation to thematic working group of Priority

- [ ] Waterway infrastructure and management
## Area 1a of the EUSDR:

(please tick a box)

1. [x] Ports and sustainable freight transport
2. [x] Danube fleet
3. [x] River Information Services
4. [ ] Education and jobs

## Other Relevant Issues

**Project requirements:**
For the project’s success it is crucial that the technical operating Project partners connect to the responsible authorities in Danube Riparian States and that they are involved in the harmonisation and further development of ship waste management along the Danube. This pre-condition was taken into account by the establishment of the "International Implementation Board". Same important is the involvement of the International Observers, who have been deeply involved into the development of the CO-WANDA project proposal itself. From them, feedback on strategic matters is required.

**Follow-up project:**
Within CO-WANDA, the development of national strategies as well as the elaboration of a transnational Joint Action Plan for common follow up measures is foreseen. Each country has to identify, which steps have to be taken (technical, legal, financial) to implement the requirements of the International Danube Ship Waste Convention. A possible funding source is the Danube Programme, which is a follow-up of the South East Europe Transnational Cooperation Programme. However, the thematic priorities of the Danube Programme have not been fixed yet.

**Any other issues:**
CO-WANDA will end in September 2014 (January 2015 for Moldova). The 1st call of the Danube Programme might be expected only in 2015, which means a follow up from today’s point of view could be expected to start in 2016, depending on the procedures of the funding programme, which are set up now.

## Meta Data

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<td>24.01.2014 / Hans Berger (via donau / Austria)</td>
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