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

**4rd Meeting of the Working Groups for
Priority Area 1a of the EUSDR**

Linz, Austria
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MINUTES

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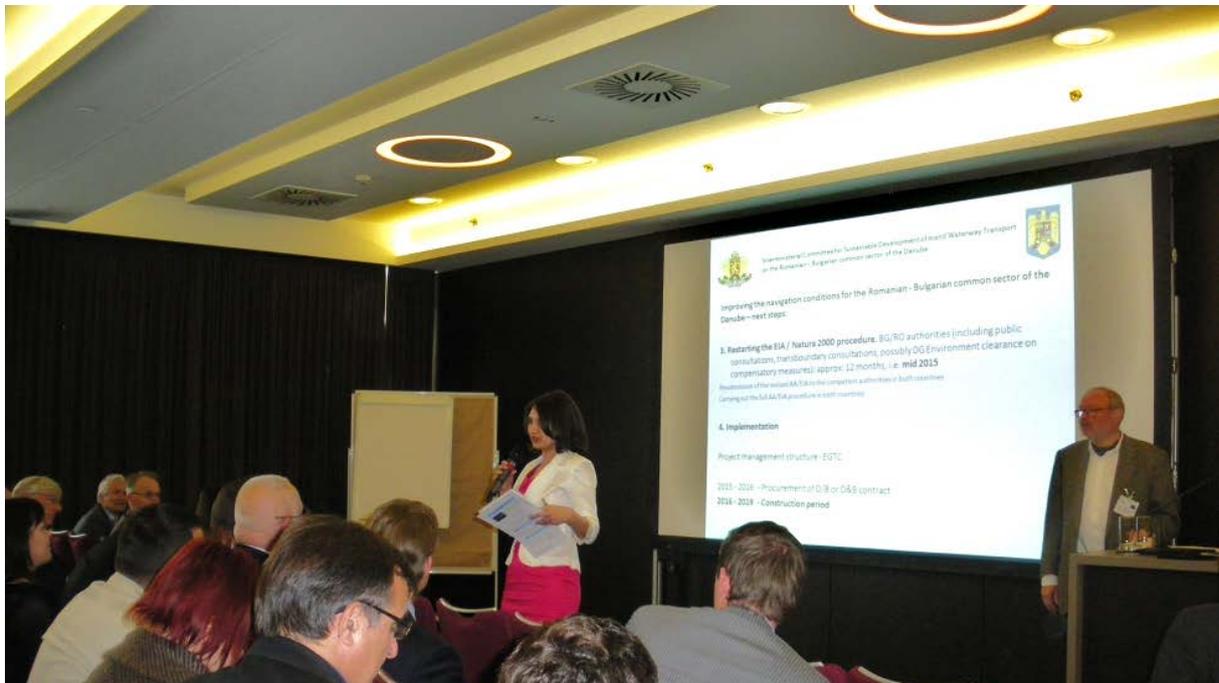
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1. Welcome and status quo of Priority Area 1a on inland waterways

The 4th meeting of the Danube Strategy's Working Groups for Priority Area 1a – *To improve mobility and multimodality: Inland waterways* was held in Linz, Austria, on the premises of the voestalpine Stahlwelt. The meeting was attended by approx. 120 persons representing public institutions, the European Commission, private sector, universities and non-governmental organization active in the field of inland navigation. Having in view the topics for discussion and the great interest of the participants for all subjects this Working Groups meeting was organized in plenum sessions and gave the participants the time to express their ideas and opinions regarding the topics of fleet modernization, waterway maintenance and modernization of Danube ports.

The Austrian and Romanian Coordinators of Priority Area 1a (PACs 1a), represented by **Mr. Reinhard VORDERWINKLER** and **Ms. Monica PATRICHI**, welcomed the participants and provided an overview on the current implementation of Priority Area 1a of the Danube Strategy. In April 2013 the European Commission published the 1st Progress Report which highlights that after 18 months into implementation, the EUSDR promotes concrete transnational projects with impacts on the region, paves the way for more coherence and coordination of different national and EU policies and funds for the period 2014–2020, develops a wide-ranging cooperation platform and shows the political support especially at ministerial level. Also at the level of European Commission, the 1st Annual Forum for the EUSDR was organized in Regensburg on 27 + 28 November 2012 and the 2nd one will be in Bucharest, on 28 + 29 October 2013. The PACs announced that on 29 + 30 April 2013 a meeting will take place in Sofia (Bulgaria) between the different Priority Area Coordinators for horizontal coordination and cooperation within the Strategy. In June 2013, the 2nd progress report needs to be finalized by PACs 1a which will also include progress made in the implementation of the Luxembourg Declaration on effective waterway infrastructure maintenance.



Concerning the ongoing activities in the field of implementing representative **waterway infrastructure projects** on the Danube, the following activities were mentioned: study on variants for the sector Straubing – Vilshofen (Germany) which was finished at the end of 2012, start of the pilot project east of Vienna (Austria), progress on planning works for six priority locations (Serbia) and the ongoing works on the Calarasi – Braila sector (Romania).

In the field of **waterway maintenance** and after the *Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries* was signed by the Danube transport ministers in June 2012, in Luxemburg, the Joint Technical Secretariat for PA 1a monitors the short-term measures taken by the riparian countries to implement the Declaration by means of a questionnaire twice per year. A representative project in this respect is *NEWADA duo – Network of Danube Waterway Administrations – data and user orientation* (10/2012–09/2014) which is co-funded in the EU's SEE Transnational Cooperation Programme.

In the field of **ports & sustainable freight transport** the project *INWAPO – Upgrading of Inland Waterway and Sea Ports* (10/2011 – 09/2014), co-funded in the EU's CE Transnational Cooperation Programme, was mentioned which develops benchmarks and performance indicators for Danube ports and transshipment sites.

In the field of **fleet modernisation** several studies for the use of alternative fuels on the Danube (e.g. LNG - liquefied natural gas) are conducted and others are in preparation. Currently on-going is the flagship project *Innovative Danube Vessel* (07/2012 – 12/2013), a study commissioned by via donau on behalf of the EC's DG REGIO.

Concerning **River Information Services** the *IRIS Europe 3* project was mentioned together with recent RIS developments in Romania and Serbia and the start of pilot operation of international data exchange between Austria, Slovakia, Hungary and Romania from June 2013. The PACs 1a stressed the need for the involvement of logistical users in RIS data exchange, the continuation of the signature process for legal agreements for international data exchange (as a mid-term solution) and the improvement of the quality of interoperability between national RIS systems. In addition, the PACs 1a informed the participants that an appeal to the European Commission and the national governments to support the establishment of a sustainable and holistic legal basis for international RIS data exchange will be discussed with PA 1a Steering Group members.

In the field of **education and jobs – qualifications** the public consultation on the recognition and modernisation of professional qualifications in inland navigation is currently on-going (revision of EU Directive 96/50/EC on boatmasters' certificates). A representative project in the field of education and jobs is *HINT – Harmonized Inland Navigation Transport through Education and Information Technology* (12/2012 – 12/2014), co-funded in the EU's SEE Transnational Cooperation Programme. Concerning the revision of EU Directive 96/50/EC on boatmasters' certificates, the HINT team will provide information and bring in the Danube region's requirements, but the participants were also encouraged to directly provide their opinions in this public consultation process. In January 2013 via donau published the 3rd revised and updated edition of its *Manual on Danube Navigation* which is currently available in German and English. There is the possibility to translate the Manual into other Danube languages, provided the respective countries show interest in the publication.

A new field of interest was identified during the previous WGs meetings which is related to **administrative processes**. Administrative processes and paperwork are a significant competitive disadvantage for IWT on the Danube and its tributaries. One reason for this is the fact that not all Danube riparian states are member states of the EU and not all EU states are within the Schengen area. As a consequence, there are necessary border checks for passengers and crews as well as required customs clearances for imports and exports which increase travel time. A detailed analysis of the most time-consuming activities with the involvement of the private sector and state authorities will be needed, also evaluating synergies with on-going activities in PA 11 of the EUSDR on the topic of security.

Apart from the representative **transnational projects** mentioned before, the PACs also received or identified 95 projects which are in line with the targets and actions of the Strategy's PA 1a. Projects and project ideas are listed on PA 1a website at www.danube-navigation.eu and new projects and ideas for projects can be forwarded any time to the PACs 1a by means of a project data sheet which is available for download at the same website. In terms of funding for projects, attention was specifically drawn to a planned new transnational cooperation programme for the Danube region which will be available for the EU programming period 2014–2020 as a follow-up to the SEE programme. The new programme "Danube 2014–2020" is expected to be approved in June 2014 and its content will make reference to the strategically important fields of action identified by the macro-regional strategies. The

planned thematic concentration on 4 or 5 priorities still needs to be clarified together with the programme management structure, the role of PACs in the programming process and the role of Letters of Recommendation issued by PACs.



2. New EU financing period 2014–2020: CEF and TEN-T

Mr. Cesare BERNABEI (DG MOVE, European Commission) made a comprehensive presentation on the revised TEN-T guidelines and the Connecting Europe Facility (CEF). The principles of revision of the TEN-T guidelines are based on the experiences made during the financing period 2007–2013, in which 7 out of 30 major projects (Priority Projects) have been completed, and on the analysis of the problems of the current policy. The analysis revealed a patchwork of national networks with cross-border sections still missing today, the links between modes of transport are weak and ports, airports as well as logistic platforms still need to be integrated. The new principles aim at realizing a real network (including missing links), make the network multimodal and interoperable and a better use of existing infrastructure. The new proposal regarding TEN-T has a dual-layer approach consisting of a core and a comprehensive network, with deadlines to achieve the network (2030 respectively 2050). New multimodal corridors will be established which will have coordinators in order to monitor their implementation. The new infrastructure package is under discussion between the European Commission, the European Parliament and the Council and it is expected to be approved until autumn 2013.

The necessary investment on the core network alone requires € 250 billion up until 2020. The new financial instrument Connecting Europe Facility (CEF) will have a budget of € 23,174 billion for transport including € 10 billion from the Cohesion Fund. CEF will not replace or displace cohesion policy funding. Coordination with CEF will be ensured through the Common Strategic Framework and the partnership agreements.

The presentation was followed by questions from the audience related to the environmental impact of infrastructure projects and how this issue will be reflected in the new regulations, about the eligibility of projects to be financed through CEF and the availability of EU funds for inland waterway maintenance and for the private companies.

Mr. Bernabei answered that the regulations were discussed with DG Environment and that all the infrastructure projects have and will have studies related to the environmental impact assessment and that all the environmental legislation has to be respected. Concerning the eligibility for funding, he explained that CEF will be used for rail, inland waterways and port projects on the core network. In addition, Mr. Bernabei briefly presented the evaluation process for funding under CEF. In case that a project will be rejected, the action will be justified and the Commission will respond in front of the Transport Committee concerning its actions. Regarding inland waterway maintenance, the regulations

do not foresee any provisions related to regular, operational maintenance and standards for this activity.

Mr. Alexandru CAPATU (Pro Danube International) stressed that the European Commission should be more involved in inland waterway maintenance activities and should also provide funds for maintenance equipment such as dredgers and dredging operations.

3. Fleet modernization

Mr. Thomas GUESNET (DST Entwicklungszentrum für Schiffstechnik und Transportsysteme, Germany) presented the objectives as well as the first conclusions – after nine months of activities – of the Innovative Danube Vessel study which was commissioned by via donau on behalf of DG REGIO. The overall objective is the elaboration and development of innovative vessel and technology solutions with a high potential for implementation on the Danube, based on the analysis of solutions derived from existing research & development projects. The project consortium is supposed to deliver recommendations for further technology development within the framework of the Danube Strategy which shall enable vessel operators to invest in improved vessels in order to gain in efficiency and to reduce adverse environmental impact of navigation to a minimum.

Some of the results obtained at mid-time of the project are that convoys are more suitable for the Danube River as they offer flexibility related to the width of different sections of the Danube fairway and that sufficient draught is essential for energy- and cost-efficient ship operation. Any improvement on the Danube waterway conditions pays off in ship efficiency or reversely: ship design and technology will not compensate for insufficient waterway conditions. The consortium is also analysing the use of LNG (liquefied natural gas) as single fuel or as dual-use utilization. LNG is expected to be essential to reduce the operational costs and environmental impact of inland waterway transport, but this will have a big impact on ship design, as tanks for LNG as a fuel will restrict the ship's loading capacity.

Mr. Andrea TREVISAN (DAMEN) presented the Damen Shipyards Group, a company which started its activity in 1927 and currently own 35 shipyards worldwide being able to deliver 120 – 150 vessels annually. **Mr. Rob SCHUURMANS** continued the presentation with R&D activities carried out continuously by the group in order to meet customers' requirements and also in order to reduce greenhouse gas and harmful emissions. For energy and emission reduction there are many options in ship building as, for example, ship resistance reduction, improving engine efficiency and matching engines to Operational Profile, efficient propellers, use of alternative fuels (LNG) but also working on nautical crew behaviour and operational strategy with a focus on fuel saving. Mr. Schuurmans presented the newest vessel concepts, including the *Ecoliner* prototype suitable for inland waterways. The Ecoliner introduces a new solution for energy-efficiency through reduced frictional resistance (air cavity chambers on the hull bottom) and engines and propulsion systems.

Amongst the overall conclusions of DAMEN naval architects is that sufficient draught is essential for energy- and cost-efficient ship operation. Regarding the use of LNG, there are currently some uncertainties regarding rules and regulations for LNG as a fuel and concerning LNG supply infrastructure.

The presentations were followed by questions and debates concerning the impact of noise and waves produced by the new generation vessels on small fish, research activities for using biodiesel as well as costs for retrofitting vessels for LNG propulsion.

Regarding the environment, the conclusions were that the naval architects cannot provide full solutions for all the aspects regarding the environment, but there is a common goal of the shipbuilding industry and environmental organisations concerning the topic of waves caused by vessels, as less waves mean lower energy consumption and minor impact on small fish.

Another conclusion was that vessels may use diesel and gas fuels simultaneously, which conduct to less emission, but that the costs for adapting a vessel are quite high and not feasible. It is more feasible to build a new vessel than to adapt the existing ones.

Mr. Manfred SEITZ (Pro Danube International) added that the project *LNG Masterplan Rhine-Main-Danube* was recently submitted to the TEN-T funding management authority and that it is currently under evaluation. The foreseen measures include infrastructure for LNG terminals, which adds up to approximately € 45 million for the Danube Region.

Mr. Gerhard STRASSER (Schiffsbautechnische Versuchsanstalt, Vienna Model Basin Ltd.) presented detailed calculations on the efficiency of vessels by considering the variation of design parameters such as the arrangement of barge combinations, draught variation, Length/width relation, weight reduction, speed limitations or effects of short sections of shallower water.

One of the main conclusions of this presentation was that the Transport Efficiency Coefficient (power consumption/ $tdw \times distance$) seems to be a useful parameter for describing the efficiency of an inland vessel. Short sections of shallower water have an increasingly negative effect on the transport efficiency due to the limited draught combined with low current velocities of the river. At low current velocities this effect is greater. Any river engineering measures which increase the water depth have an essentially higher advantage with regard to energy efficiency than any improvement on some river barges.

Nevertheless new hydrodynamic designs, power and propulsion concepts, engine technologies, different fuels (LPG) etc. which will result in lower exhaust pollution values should be considered in the design of innovative vessels.



4. Waterway maintenance

Mr. Thomas HARTL (via donau, Austrian Technical Secretariat of PAC 1a) provided an overview on the monitoring system on the implementation of the Luxembourg Declaration on waterway infrastructure maintenance. The Declaration was signed in June 2012 by the Danube transport ministers, reasserting existing obligations to maintain the fairway to a good standard (Belgrade Convention, AGN) and acknowledging the need for urgent and immediate action in the field of fairway maintenance. The signatories committed to:

- ❖ Ensure the **execution of regular fairway maintenance work** on the Danube and its navigable tributaries, in particular:

- ✓ Surveying of the fairway on a regular basis
- ✓ Effective methods of dredging in shallow sections
- ✓ Signalling of the fairway
- ❖ Install national and cross-border **coordination procedures** as early as 2013 for effective response actions in extraordinary circumstances (low water, floods, ice)
- ❖ Ensure continuous **communication on the current fairway situation**, in particular fairway depth and width data in shallow sections

The Declaration foresees monitoring and reporting on the implementation of the actions in the framework of the Danube Region's Priority Area 1a on inland waterways. The Working Group on waterway management is a dialogue platform between the waterway administrations, the Danube Commission and public and private stakeholders. PACs 1a, their Joint Technical Secretariat and the Steering Group of PA 1a support the monitoring and implementation of the declaration's objectives in the frame of their capabilities through regular updated questionnaires. The reporting to the European Commission will be done in the annual consolidated report which will be submitted by PACs 1a at the end of June 2013.

The questionnaire, which is the tool for monitoring the implementation of the Declaration, has the following five thematic sections: riverbed surveying, dredging of problematic areas, marking of the fairway, information to the users of the waterway and procedures in extraordinary circumstances.

Mr. Hartl presented the consolidated information received from countries for activities planned in 2013 with regard to riverbed surveying and dredging interventions. For 2013, all the countries foresee surveying activities, but the allocated budgets vary between € 40,000 (Bulgaria) and € 1,100,000 (Austria). Regarding dredging activities, four countries (Austria, Slovakia, Croatia, Romania) allocated budgets which vary between € 3.1 million and € 443,200, while others answered that no dredging activities are foreseen for 2013 (Hungary, Ukraine). In Germany, dredging is performed after riverbed surveying, where required. In Serbia, interventions depend on the available financial resources. No information on the topic of dredging was received from Bulgaria.

Mr. Hartl mentioned the NEWADA and NEWADA duo projects which aim at a better data basis for core tasks in waterway management as well as the establishment of a harmonised base level of service in waterway infrastructure maintenance, including performance indicators for measuring performance of waterway management authorities in this respect..

Ms. Monica PATRICHI (Ministry of Transport of Romania, Romanian Technical Secretariat for PA1a) presented an example of cooperation between two countries in the framework of the EUSDR.. Romania and Bulgaria, having a Danube common sector of 470 km length, signed a *Memorandum of Understanding between Romania and the Republic of Bulgaria on the establishment of the Interministerial Committee for sustainable development of inland waterway transport on the Romanian–Bulgarian common sector* in October 2012.

The Interministerial Committee is chaired by the secretaries of state of the ministries of transport from both countries as well as by the national contact points. The Committee also involves other ministries from both countries which are responsible for public financing, European funds, the environment and the interior and which could contribute to a smoothly and timely implementation of the common projects identified and adopted in a common Action Plan. Representatives of the institutions of the European Union and the TEN-T Coordinators are invited to participate at each meeting.

The projects and actions included in the common Action Plan are related to: improvement of the navigation conditions for the Romanian-Bulgarian common sector of the Danube, setting up of an EGTC for navigation project implementation, studies for the unification of the reference systems used for measurements on the Danube River, studies for sediment accumulation and hydrological parameters evolution, procurement system and data processing for producing and updating the navigation charts on the Danube, RIS data exchange, improvement of the connectivity between Romania and Bulgaria and the amendment of the Agreement between Romania and Bulgaria

regarding the maintenance and improvement of the fairway on the Romanian–Bulgarian common sector (signed in 1955).

For the purpose of addressing all these issues, four working groups were created which will provide independent, professional and transparent inputs, guidance and recommendations for the projects or actions. The working groups related to the project *Improving the navigation conditions on the Romanian–Bulgarian common sector of the Danube*, to connectivity as well as infrastructure and maintenance will involve the participation of public institutions, local authorities, transports operators as well as environmental non-governmental organisations. The Experts Working Group on bilateral legal framework and EGTC will only involve public institutions.

Ms. Patrichi also presented the current status of the project for *Improving the navigation conditions for the Romanian–Bulgarian common sector of the Danube*. In the period April – July 2013, the Consultant COWI will be carrying out a gap analysis which will consist in the review of the existing AA, EIA, FS, CBA, the analysis of institutional/project management options and the preparation of the Terms of Reference for “Gap Filling” services. Gap Filling services are estimated to be contracted till the end of 2013.

Ms. Irene LUCIUS (WWF Danube-Carpathian Program) raised questions related to the decisions of the Experts Working Groups (EWGs) and the mechanism of being taken into account by the Interministerial Committee. The representatives of the Romanian Ministry of Transport explained that the decisions will not be taken within the EWGs, as this is the responsibility of the Committee of which members are representatives of national authorities responsible/involved in project planning and implementation. The Committee members are expecting from EWGs to provide solutions in the form of recommendations. Should different opinions occur within the EWGs, these will be submitted and explained to the Committee in order to take the best decisions.

Mr. Duško ISAKOVIĆ (International Sava River Basin Commission – ISRBC) presented the integrative project for the *Rehabilitation and Development of Navigation on the Sava River*. For the sector Brčko (river-km 234) to Sisak (river-km 594) the contract for the preparation of the final design has been made ready for signature; the respective activities will have a duration of 20 months and financing will be assured through IPA Croatia. For the sector Belgrade (rkm 0) to Brčko (rkm 234) the EIA study is on-going and technical bids for the preparation of the preliminary and final design is pending for “no objection” by the World Bank. This phase will have a duration of 18 months and financing will be assured through IPA Bosnia & Herzegovina. For the demining of the Sava waterway in Bosnia & Herzegovina, the tender documents have been submitted to the World Bank for review.

A Project Committee was established in order to coordinate and to monitor the achievements of the project concerning navigation on the Sava river. The Project Committee consists of the representatives of each of the competent ministries of the Parties to the *Framework Agreement on the Sava River Basin*, at least two per country and representing the water management, nature conservation, environmental protection and navigation sectors in a balanced way, international organizations and stakeholders (ICPDR, Danube Commission, representatives of regional/national NGO community and representatives of economic/navigation sector) and the Secretariat of the ISRBC.

Tasks of the Project Committee also include the formulation of project-related information needs, comments, questions and recommendations to the project team with support of the Interdisciplinary Advisory Board, if needed, stimulation of implementation of the principles of the *Joint Statement on Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube River Basin*, stimulation of activities on informing the public concerned and involving the stakeholders in the project. The mandate of the Committee members is bound to the organization they are representing. The Committee may, with the prior consent of the ISRBC, establish an Interdisciplinary Advisory Board. Reports from the Committee meetings shall be published on a publicly available section of the ISRBC web site.

Mr. ISAKOVIĆ also informed the audience about the on-going project for the elaboration of the *Sisak Port Master Plan*. Specific focus will be given to green port engineering and the green Danube port concept, based on the Joint Statement, to the development of multimodality and hinterland

connections and inter-linkage to Sisak city development as well as to regional development. A contract for works was signed for a dangerous cargo terminal in the Port Slavonski Brod. The terminal will be used for fuel supply (diesel and bio-diesel fuel) and will also be equipped with waste reception and treatment facilities.

Mr. Gerard VAN WINNSEN (Koninklijke Schuttevaer) asked the representative of the ISRBC about the recognition of other boat masters licenses and the signalisation on the Sava River. Mr. Isaković answered that all kinds of licenses are accepted and that the fairway is properly marked.



Mr. Alexandru CAPATU (Pro Danube International) stressed the need of the industry for economically efficient vessel draughts on the Danube and for regular fairway maintenance in his presentation. The loading capacity of a vessel depends on its draught. A calculation for a transport Constanta – Hungary – Constanta for a convoy (pusher + 6 barges Europa II type) revealed that navigation companies lose money at a vessel draught below 2.00 m. Navigation companies register profits per transport at vessel draughts of more than 2.3 m; the most advantageous draught being 2.7 m. Mr. Capatu presented a detailed analysis of the critical sectors for the navigation industry and the number of days showing fairway depth of less than 2.5 m for the period 01.09 – 31.12.2012. Critical sectors are in Germany, Austria, Hungary and Romanian-Bulgarian common sector. For the Croatian and Serbian stretches during the investigated period, fairway depths were above 2.50 m, but in several other periods, there were sections which cause restrictions.

Mr. Capatu underlined that there was a high number of days with fairway depths below 2.50 m in the investigated period – despite favourable hydrologic conditions. This clearly shows significant shortcomings in waterway maintenance on several sections of the Danube. The shortcomings in waterway maintenance result in direct financial losses or significant reductions in earnings for navigation companies, depriving them by the cost advantages of barge operations and forcing them to register delays in the supply and consequently having to pay higher transport costs which reduces their own competitiveness. Without proper maintenance barge operators cannot earn depreciation of modern equipment – consequently there is only maintenance investment (hardly any room for innovation except cost advantages of LNG can be exploited).

The message of the industry sector was that a competitive and sustainable Danube transport requires proper fairway maintenance and guaranteed minimum fairway depths of at least 2.5 m which must be

ensured immediately. This necessity was also scientifically demonstrated by the speakers involved in ship building innovation and transport economy.

Mr. Capatu also mentioned that transport operators are facing administrative barriers and presented a few examples. In Romania the private sector considers that there are excessive formalities and fees for customs and other authorities causing additional costs and waiting times (obligation to use T2L document for national cargo transport, restrictive opening hours of custom offices in several important ports like Cernavoda). The tariffs for transiting the Danube-Black Sea Canal are also seen as a problem, as the charging system being per ton capacity instead of cargo tons, and some tariffs applied by the Romanian Naval Authority. In Hungary there are restrictions concerning the size of pushed convoys and in Bulgaria there are problems with customs clearance caused by restrictive opening hours.

5. Modernization of Danube ports

Mr. Simon HARTL (via donau) presented to the audience the benchmarks and indicators developed within the INWAPO project, this being in line with the PA 1a Roadmap for ports and sustainable freight transport. These benchmarks could be the basis for port development and could be used for the funding application related to ports investments. The drivers for the modernization of Danube ports and transshipment sites are increasing demands and requirements from the customers' side (e.g. ship turn-round time, storage capacity, opening hours), the use of unexploited potentials, the increasing complexity deriving from multimodal transport flows (pre- and posthaulage, buffering, storage, value added services, streamlining transshipment processes) and the normal life-cycles of infrastructure, handling equipment and storage facilities. The definition of benchmarks and performance indicators could support targeted investments because they can create a sound basis for the improvement of offered services and infrastructure.

The INWAPO project involves the Port of Vienna, the Port of Bratislava, the Freeport of Budapest and the Port of Venice (lead partner). EU financial support is used for the elaboration of a set of benchmarks and performance indicators for inland ports and sea ports, based on the review of published studies and projects and for the integration of external expertise with practical know-how of ports administrations and project partners.

Within the INWAPO project 41 indicators were identified which relate to infrastructure (9), superstructure (10), operation (17) and macro-economic effects (5). As an example, indicators related to port infrastructure could be: total quay length, vertical quay length, sloped quay length, quay quality ratio, number of berths, anchorage capacity, number of Ro-RO ramps, length of rail handling tracks along the quay, maximum block train length on tracks along the quay. Indicators related to the operation could be: number of motorised cargo vessels and pushed barges handled, waterside tonnage handled, direct waterside transshipment, indirect waterside transshipment, arrival rate, service rate, berth occupancy, traffic intensity, average waiting time, average service time, average ship turn-round time in port, tonnage (TEU) per ship or tonnage (TEU) per call, time without equipment malfunction, equipment reliability, market trends for different cargo categories, custom clearance efficiency and opening hours.

The complete report on port performance indicators can be found on the website www.inwapo-project.eu. In the framework of the next EUSDR PA 1a Working Group meeting detailed discussion could be on the following topics: which of these indicators are suitable to steer the future development of ports and transshipment sites, which are relevant from the port and terminal operators' point of view, which are relevant from the customers' point of view and if there are any important indicators missing.



Ms. Božana MATOŠ (Port Authority Vukovar) presented as an example the *New Port East project of reconstruction and modernisation of Vukovar Port* and how port indicators can be applied. The specific objective of the project is to modernize and increase the capacity of Vukovar port by the construction of port infrastructure, riverbank, road and rail as well as three new terminals for bulk cargo, general cargo and a multi-purpose terminal. The total amount of works is estimated to be 24.17 million € and the construction works are foreseen to begin by the end of 2015. Currently the main design preparation is under progress and it is foreseen to be finalized during 2015.

Completing the project the total capacity of the port will be increased, port reliability will be improved, anchoring time will be shortened, port competitiveness will be raised, the inland navigation sector will be strengthened and economic development will be fostered in the region.

Mr. Gerhard SKOFF (Danube Tourist Commission) asked the representative of the Vukovar Port Authority about the port facilities for passenger vessels in Croatia. Ms. Matoš answered that there are three passenger terminals on the Croatian stretch of the Danube, i.e. Vukovar, Ilok and Aljmaš, and another one is under construction in Batina.

6. Closing remarks

At the end of the meeting **Mr. Reinhard VORDERWINKLER**, Austrian PAC for PA1a, summarized the main issues that were discussed regarding fleet modernization and effective waterway maintenance, including the monitoring of the Declaration of the ministers of transports signed in Luxembourg. He mentioned the need of RIS data exchange and the involvement of the PACs and the Steering Group which will discuss in the next meeting an appeal to be addressed to the European Commission and national Governments on this issue.

In the future, the PACs intend to take administrative procedures more into consideration which delay ships voyages and the paper work that pressure the crews and asked the participants to send any information and seize what they consider to be an administrative barrier for navigation in order to be further analysed and addressed. He informed the participants that the PACs will have an intervention in the next SG meeting for Priority Area 11 – *Security* which will take place in Berlin, on the 6th of June 2013.

Mr. Vorderwinkler thanked the participants for their active participation at the 4th meeting of the Working Groups and announced that the next meeting will be held in the autumn of 2013. The exact date and venue will be communicated by the PACs in due time.



Enclosures

Please note: The following documents are available for download at the website of EUSDR PA 1a
→ www.danube-navigation.eu (visit tab "Working Groups")

- (1) Agenda of the meeting
- (2) Presentations held at the meeting
- (3) List of attendants

A selection of photos taken during the meeting is also available online on the website under the tab "Photos".