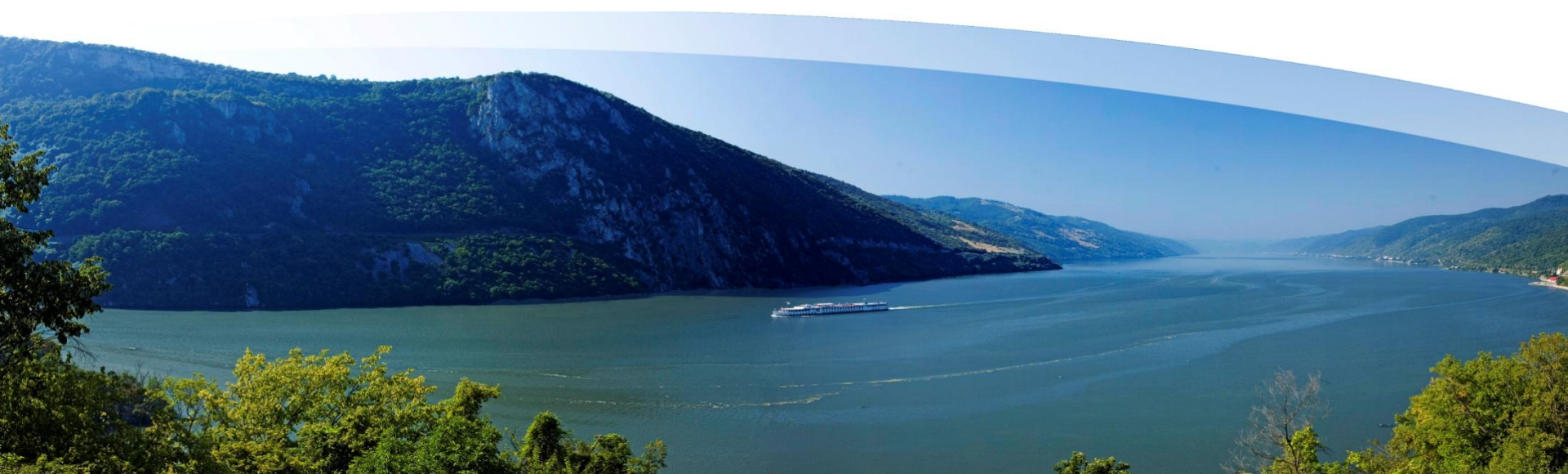


# EUSDR PA1a

DISMAR , SCOM Meeting, Comana, 16 – 17 July 2025



# Work Programme until 2028 – thematic priorities of the individual PA1a Working Groups

## Six thematic areas – six actions – six Working Groups



**Action 1: Contribute to improve waterway and port infrastructure & management**



**Action 2: Foster business development**



**Action 3: Facilitate fleet modernisation**



**Action 4: Support the further roll-out and enhancement of River Information Services**



**Action 5: Contribute to the enhanced quality of education and jobs**



**Action 6: Contribute to the simplification, harmonisation and digitalisation of administrative processes**

# 1. Waterway and port infrastructure & management

Working Group	Targets post 2020	Actions post 2020
<u>WG1</u> Waterway and port infrastructure & management	<u>Target 1</u> <i>To optimally manage and improve navigability conditions as well as landside infrastructure in a harmonized and environmentally sustainable way</i>	<u>Action 1.1</u> Facilitate management of inland waterways in order to provide “Good Navigation Status” and adequate fairway conditions on the Danube and its navigable tributaries
		<u>Action 1.2</u> Foster the application of an integrative approach in the set-up of navigation projects in order to contribute to the achievement of “Good Ecological Status” and “Favourable Conservation Status”
		<u>Action 1.3</u> Contribute to service-oriented constructional infrastructure, aimed at the optimisation of lock operation, as well as the availability and quality of mooring places and bridge clearances where necessary
		<u>Action 1.4</u> Contribute to better multimodal accessibility of inland ports and transshipment sites to other transport modes and their hinterland

## Priority measures until 2028:

- Fairway Rehabilitation and Maintenance Master Plan (FRMMP):
  - Monitoring of implementation status of FRMMP by means of National Action Plans
  - Project support
  - Organisation of political commitment → Danube Ministerial Meetings

<https://navigation.danube-region.eu/documents/>
- Port entrances as obstacle to navigation (draught restrictions)
  - Identification of problematic port entrances (in conjunction with waterway users)
  - Approaching responsible port authorities/infrastructure owners/Ministries of Transport
  - Defining required measures to resolve bottlenecks and responsibilities for the provision of user information

- PA1a involvement in the update of the Joint Statement on Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube River Basin (JS 2.0), as coordinated by ICPDR, Danube Commission and Sava Commission
- Expert exchange regarding climate change adaptation options towards more resilient waterway management: continuous adaptation to changing discharge patterns:
  - optimization for navigation, environment (reduced sediment transport), flood protection (reduced infrastructure elements during high water leads to better water distribution)
- Monitor implementation of “Fairway Danube 2” project (flagship project for PA1a):
  - Monitoring of pilot activities for flexible, temporary and reversible low water regulation methods

<https://www.viadonau.org/en/company/project-database/fairway-danube-ii>



# FAIRway Danube II:

Pilot of flexible infrastructure for enhancing low water resilience in Austria

Intermediate results of first period of pilot:

- Successful proof of concept
- Good basis and lessons learned for further roll-out

Outlook for 2025:

- Variation of number of barges (starting with 1 barge, adding 2. barge later)
- Variation of angle (up to 20 degree)
- Extended hydromorphological monitoring



# FAIRway Danube II:

Pilot of flexible infrastructure for enhancing low water resilience in Croatia, Bulgaria and Romania

## Implementation status:

- Ongoing tender for rental of barges in HR/BG/RO
  - 1<sup>st</sup> phase (completed)
  - 2<sup>nd</sup> phase (ongoing)
- Contracting expected in June/July 2025

## Status of permits:

- HR: all permits obtained
- BG: all permits obtained
- RO: obtaining permits still ongoing, permits expected in July/August 2025



Co-funded by  
the European Union



### 3. Fleet modernisation

Working Group	Targets post 2020	Actions post 2020
<u>WG3</u> Fleet modernization	<u>Target 3</u> <i>Develop the Danube fleet in order to become more fuel-efficient and to reduce emissions of greenhouse gas and pollutants</i>	<u>Action 3.1</u> Monitor ongoing innovations in greening and fleet modernization technologies
		<u>Action 3.2</u> Contribute to the development of a roll out strategy to support the uptake and practical implementation of innovation and modernization measures in the Danube fleet

# PA1a/Danube Commission process towards zero-emission Danube fleet

- Analysis and identification of current challenges and greening opportunities within the sector
- Attaining commitment from responsible national ministries for the proposed pathways
- Stakeholder workshops on 8<sup>th</sup> October 2024 and on 12<sup>th</sup> May 2025
  - Evaluation of the potential of near zero-emission technologies by stakeholders
  - Definition of short-term and mid-term goals for the Danube waterway transport
  - Outlining key areas for action and proposing strategies to overcome existing obstacles and achieve policy targets

## 6. Administrative processes

Working Group	Targets post 2020	Actions post 2020
<u>WG6</u> Administrative processes	<u>Target 6</u> Establish time-efficient, service-oriented and transparent administrative procedures, especially border controls, in the framework of navigation on the Danube and its navigable tributaries	<u>Action 6.1</u> Harmonize and simplify border controls by means of guidance documents and an extended set of standardized control forms
		<u>Action 6.2</u> Support the preparation of new digital tools to improve the efficiency of border controls

# Introduction of DAVID forms completed

27 Nov. 2020



## Priority measures until 2028:

- Continuation of cooperation with PA11 (Security)
- Further digitalisation of DAVID forms (mainly through CEERIS)
  - Completion of preparatory activities (conclusion of contracts (where not fully in place yet), configuration of national reporting obligations, user training, management of introductory phase, etc.)
- Update of the Practical Manual on Border Controls
- The further development of the TERM-Tool is ongoing within the existing CEERIS system, which will be contained in the RIS COMEX 2 project application

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