

Increased institutional capacity in Danube navigation by boosting joint transnational competences and skills in education and public development services



Policy support strategy for institutional capacity building of public modal share services

Output 5.2 (Policy support strategy for Danube modal share CB)



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1. Introduction

1.1 Executive Summary

Approach and methodology:

A central task of policy support is to foster the implementation of policy objectives at national and/or European levels. As for Danube SKILLS, the key policy objective is “modal share competencies” for which transnational policy support strategies shall be designed, based on national strategies from all involved Danube regions. In this context, main thematic priority was given on the so-called “Danube Logistics Promotion Centres (DLPC)”, which shall be established and promoted in all targeted European and Danubian territories.

Taking into consideration that currently there is neither an unique European-based policy prevailing for modal share promotion nor a single transnational-based policy for Danube Logistics Promotion Centres, but a numerous of independent policies, strategies, action plans, initiatives etc. on European, transnational, national, regional and local levels a bottom-up approach has been chosen for defining a joint transnational approach for policy support strategies in the Danube region.

The main methodology approach chosen for implementing policy support strategies on modal share promotion (here: Danube Logistics Promotion Centres) follows the principles of Capacity Building, where basically you can differ between three different levels (Individual Capacity Building, Organisational Capacity Building).

Working steps:

First, all participating countries (Germany, Austria, Slovakia, Hungary, Croatia, Serbia, Bulgaria and Romania) did identify and analyse existing policies (incl. laws, strategies, action plans, initiatives etc.) on modal share competencies, which specific focus on Danube Logistics Promotion Centres (DLPC).

Second, all participating countries did design national policy support strategies for their respective regions; based on a transnational national policy support strategy drafted before containing a transnational mission statement as well as main objectives on DLPC. After a revision phase of the national strategies, all participating countries did amend them accordingly.

Transnational policy support strategies (approach)	
Mission statement	Future Danube Logistics Promotion Centres should be able to offer a comprehensive and neutral information and service portfolio to all who are interested in Danube navigation.
Strategic objectives	<ol style="list-style-type: none"> 1. Danube corridor approach 2. Neutrality 3. Adequate and sufficient resources (human and financial) 4. Targeted and updated services 5. Customer orientation (service commitment) 6. Free of charge (services) 7. Political visibility (and support) 8. Acceptance by the relevant cargo owners, forwarding companies and other potential users of inland navigation 9. Collaboration with other promotion centres

National policy support strategies (approach)	
Who?	Institutional set-up of Danube Logistics Promotion Centres <ul style="list-style-type: none"> • Measure 1: Set-up Danube Logistics Promotion Centres • Measure 2: Technical capacities (staff/H.R., qualifications, trainings etc.) • Measure 3: Financial capacities (costs, funding etc.)
What?	Public services and stakeholder management of Danube Logistics Promotion Centres <ul style="list-style-type: none"> • Measure 1: Public services on Danube logistics promotion • Measure 2: Stakeholder Management • Measure 3: Transnational collaboration among DLPC
How?	Implementation strategies <ul style="list-style-type: none"> • Measure 1: Political visibility and integration of the DLPC • Measure 2: Implementation steps • Measure 3: Elimination of (trans-)national barriers of DLPC

Third, the transnational national policy support strategy has been validated by public stakeholders – this through bilateral meetings, electronic means - from all eight participating Danube regions, where responsible ministries and other public-related sector stakeholders did provide feedback hereto.

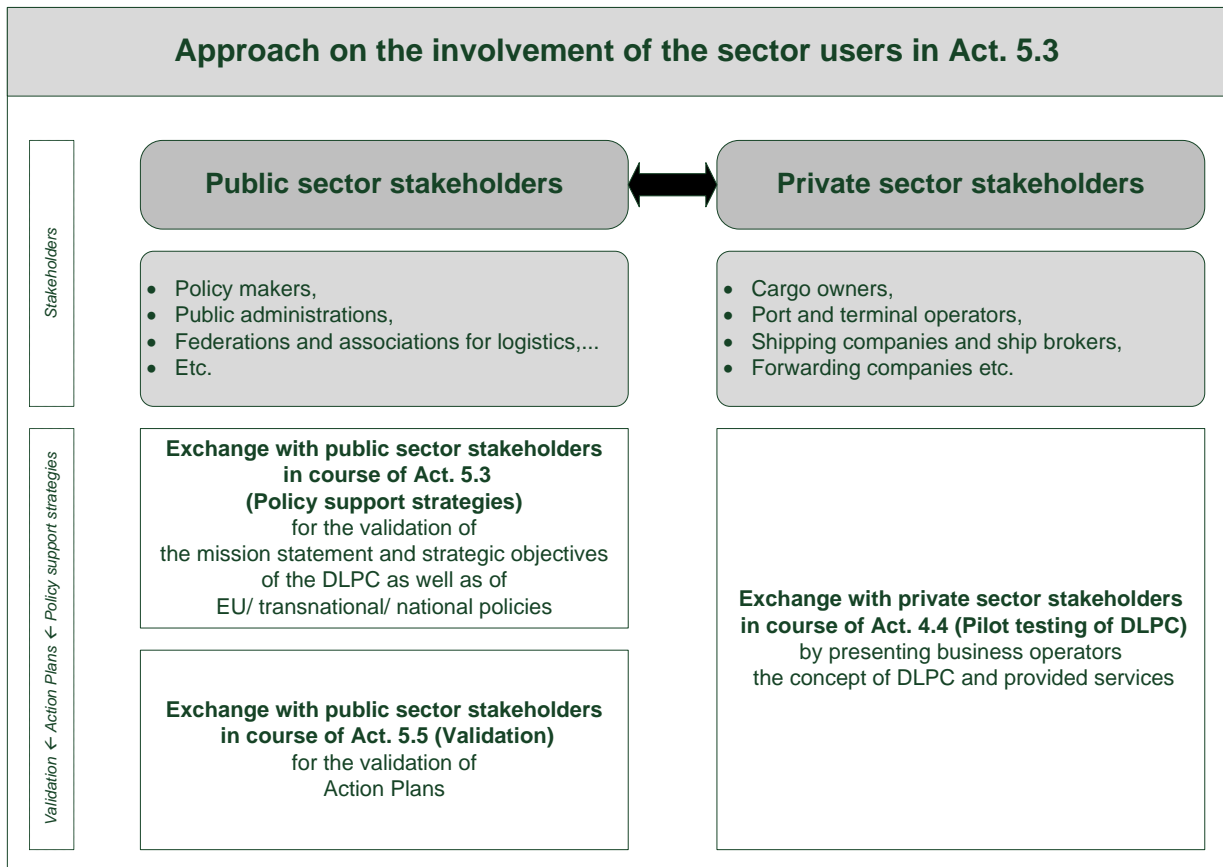


Fig. 1: Approach on the involvement of the sector users

Forth, once the transnational national policy support strategy has been approved, the transnational Action Plan did follow the same way.

1.2 Methodology and approach of Act. 5.3

A central task of policy support is to foster the implementation of policy objectives at national and/or European levels. As for Danube SKILLS, the key policy objective is “modal share competencies” for which transnational policy support strategies shall be designed, based on national strategies from all involved Danube regions. In this context, main thematic priority was given on the so-called “**Danube Logistics Promotion Centres**”, which shall be established and promoted in all targeted European and Danubian territories.

Taking into consideration that currently there is neither an unique European-based policy prevailing for modal share promotion nor a single transnational-based policy for Danube Logistics Promotion Centres, but a numerous of independent policies, strategies, action plans, initiatives etc. on European, transnational, national, regional and local levels a bottom-up approach has been chosen for defining a joint transnational approach for policy support strategies in the Danube region.

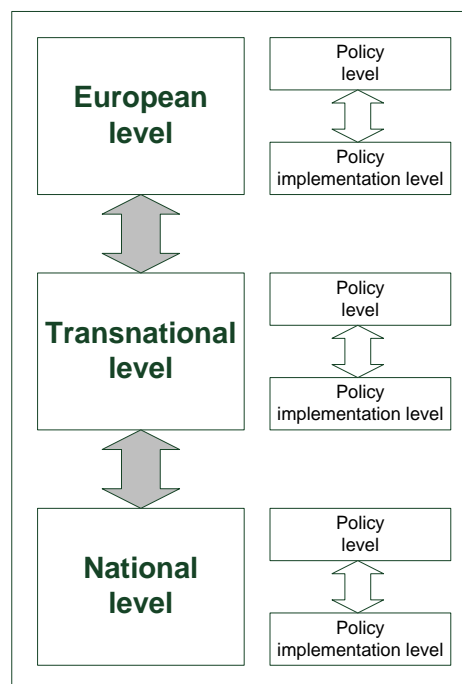


Fig. 2: Policy support on European, transnational and national levels

Compared with Act. 5.2 (Policy support strategy for DR integration in overall European nautical education legal framework) the preconditions for Act. 5.3 (Policy support strategy for institutional capacity building of public modal share services) are completely different.

- The policy support strategy work for nautical education primarily refers to the Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation and repealing Council Directives 91/672/EEC and 96/50/EC That means a “**top-down-approach**” by starting on a dedicated European level and fostering the implementation processes on national levels in a further step.
- The opposite (“**bottom-up-approach**”) is the policy support strategy for public modal share services (specific focus on: Danube Logistics Promotion Centres), where no unique and single European-based policy prevails for being supported and promoted on both European and national levels.

As for the thematic subject of modal share promotion (more concrete: Danube Logistics Promotion Centres) no unique policy on European, transnational, national, regional or local levels is in place at this stage, individual research and analysis activities has been executed in order to aggregate and create a common overview of the current status in all different regions. In a next step, collaborations and exchanges with selected European, transnational, national policies and their respective policy-makers have been managed.

Policy support in Danube SKILLS	Act. 5.2 (Policy support strategy for DR integration in overall European nautical education legal framework)	Act. 5.3 (Policy support strategy for institutional capacity building of public modal share services)
Approach	top-down-approach	bottom-up-approach
Preconditions	Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation and repealing Council Directives 91/672/EEC and 96/50/EC	No unique and single European-based policy prevailing for modal share promotion (here: Danube Logistics Promotion Centres), but numerous of independent policies, strategies, action plans, initiatives etc. on European, transnational, national, regional and local levels.
Target groups	Nautical inland navigation education sector and nautical inland navigation sector	Logistics companies, freight forwarders, cargo owners etc.

Fig. 3: Summary table of Act. 5.2 versus Act. 5.3 benchmark

1.3 Thematic approach of Capacity Building

The main methodology approach chosen for implementing policy support strategies on modal share promotion (here: Danube Logistics Promotion Centres) follows the principles of Capacity Building, where basically you can differ between three different levels (Individual Capacity Building, Organisational Capacity Building, Institutional Capacity Building), which are characterised by divergent priorities and dimensions.

- The **Individual Capacity Building** aims on equipping individuals with the understanding, skills and access to information, knowledge and training that enables them to perform effectively (i.e. educated staff).
- **Organisational Capacity Building** means the elaboration of the management structures, processes and procedures, not only within organisations, but also the management of the relationships between the different organisations and sectors.

- Institutional Capacity Building** contains making legal and regulatory changes to enable organisations, institutions and agencies at all levels in all sectors to enhance their capacities.

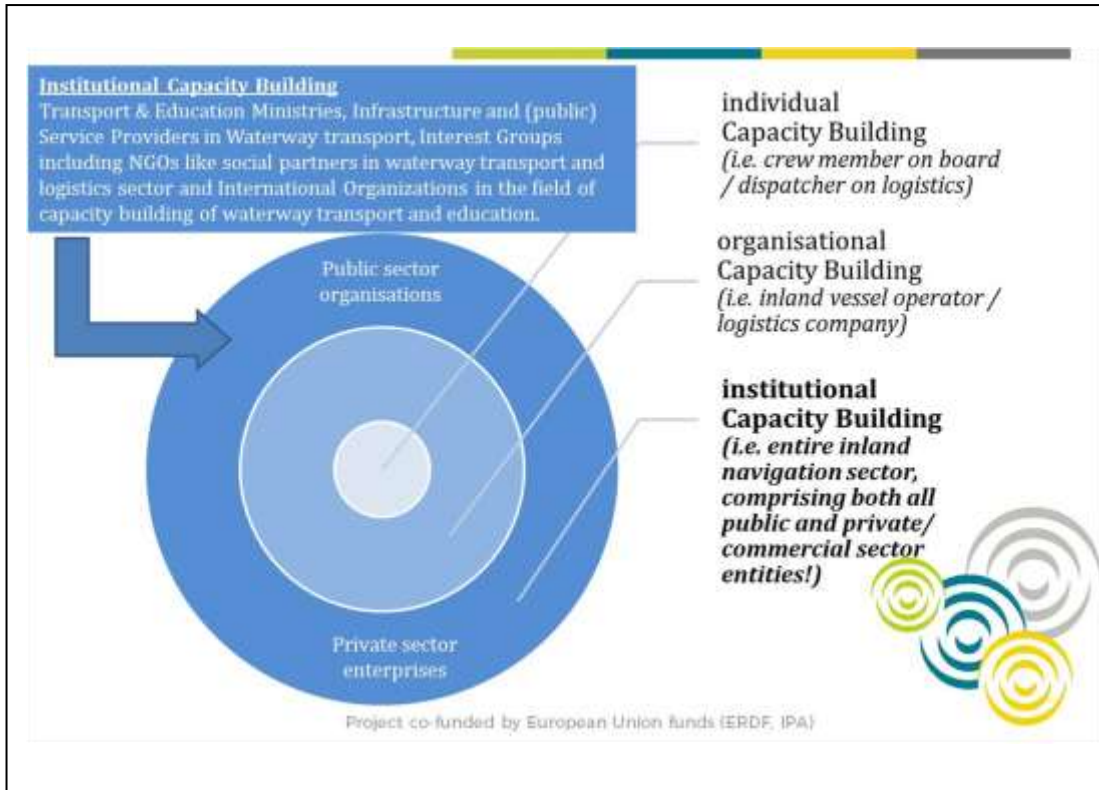


Fig. 4: Institutional Capacity Building – Approach general

Policy support	Details on chosen approach
Regional coverage	1) National (DE, AT, SK, HU, HR, RS, BG, RO) 2) Transnational (i.e. Danube Region, EUSDR) 3) European (i.e. DG Regio, DG Move,...)
Target group	Institutional Capacity Building

Fig. 5: Institutional Capacity Building – Approach details

1.4 Work plan and working steps of Act. 5.3

1) Work plan

<p>VIA Act. 5.3-Leader</p>	<p>Drafting and developing the (transnational and national) methodology for policy support strategy for institutional capacity building</p> <p>Steering all dedicated bilateral meetings and/ or workshops with policy-makers executed at national and transnational level</p>
<p>Project Partners DST, FHO, SK-MoT (former ARVD), RSOE, CRUP, PGA, UT, UPIR and CER and: RoMT</p>	<p>Will coordinate and assist their national policy makers and sector representatives (i.e. Interest Groups) to make use of this important source of information.</p> <p>All these PPs will also contribute to the final development of the common transnational strategy for institutional capacity building of public modal share services in the Danube region by bringing in their regional- and/ or expertise-borne competences & perspectives.</p> <p>Transnational actions related to EUSDR policies will be coordinated by RoMT, as EUSDR PA1a co-ordinator.</p> <p>Besides, all PPs will organise and manage bilateral meetings and/ or workshops with policy-makers at national and European level.</p>
<p>ASPs (CCNR, DC, SC, CzMT, ETF, VBW)</p>	<p>Contribute by bringing in their policy background and knowledge on how to prepare policy strategies to be later on implemented by either themselves or further supporting policy makers.</p>

2) Working steps

The necessary implementing working tasks for policy support strategy for institutional capacity building of public modal share services (here: Danube Logistics Promotion Centres) in the Danube region are following working steps:

Step 1:

Shall **evaluate lacking and/ or insufficient available national and regional policies** whose contents could be enriched by inclusion of appropriate provisions in line with latest European requirements on a single approach to transport modes imperatively requiring improved modal share services.

As a first step for each involved countries (Germany, Austria, Slovakia, Hungary, Croatia, Serbia, Bulgaria, Romania) available national policies on modal share (meaning: multimodal transport and/or inland waterway transport) had to be identified and described. In this context not merely policies have been identified and collected, but also relevant available national laws, programmes, action plans, initiatives etc.

This work has been executed by dedicated project partners on national levels. In addition, certain project partners have identified and collected European and transnational policies on modal share as well as policies of neighbouring regions, like Czech Republic, Republic of Moldova and Ukraine.

These national results have also been used for following working actions, such as interviews and meetings with (public) stakeholder representatives by being consulting external experts, whether the individual identified national policies fit and match best for fostering a promotion of Danube Logistics Promotion Centres in these countries or further improvements are necessary.

Step 2:

Proposed legal- and policy-borne strategies for institutional capacity building of public modal share services will be developed **with** the corresponding **involvement of target groups** of this sub-sector (modal share promotion): Transport & Education Ministries, Infrastructure and (public) Service Providers in Waterway transport, Interest Groups including NGOs like social partners in waterway transport and logistics sector and International Organizations in the field of capacity building of waterway transport and education.

Once the existing national and European/ transnational policies have been identified and analysed, in a next working step all involved project partners have drafted national support strategies for Danube Logistics Promotion Centres (DLPC). viadonau (VIA) - in its role as leader of Activity 5.3 - was responsible for drafting the national methodology for policy support on modal share promotion (here: DPLC). As Act. 5.3 has to follow the bottom-up approach first a national methodology for policy support strategies had to be identified in order to get an overview about the state-of-play on country level, before following a transnational methodology approach could have been defined, which shall be agreed by all involved Danube regions. In parallel to that VIA drafted a transnational policy support strategy, building on the state-of-play information on European and transnational policies and past actions in this particular field. Both the transnational and all 8 national policy support strategies have been revised and improved, based on feedback either from other project partners or external experts.

The exchange with external stakeholders, here especially policy-makers, did either happen on a regular basis in some countries during all working steps or at minimum through separate interview meetings in all involved regions. This means that some countries (here: project partners) did inform and consult their responsible policy-makers for every working step; this order to collect and get feedback on their ongoing policy support work. In the end, all involved Danube countries and project partners did manage bilateral exchanges with their national policy-makers, either conducted in face-to-face manner or, where impossible to administrate, by electronic means (i.e. Emails, Internet).

Although the concept of Institutional Capacity Building comprises all sector representatives, for Act. 5.3 it was decided to give focus primarily on the public user side, meaning responsible national ministries, public federations/ associations on transport-logistics etc.

- As a consequence to avoid artificial overlapping it was decided that the private user side (here: logistics companies, cargo owners) shall not be addressed and not be targeted under Act. 5.3, but under Act. 4.4 (Pilot testing), where all project partners are managing a numerous of pilot meetings/ interviews with business organisations by presenting themselves as Danube Logistics Promotion Centres as well as their offered information and services.
- Furthermore, the validation of drafted transnational (and national) policy support strategies of Act. 5.3 together with the correlated Action Plans (Act. 5.4) on modal-share promotion (here: Danube Logistics Promotion Centres) shall be managed in the framework of Act. 5.5 (Validation).

1.5 Expected outcomes (Deliverable / Output)

Deliverable: D 5.3.1

Deliverable: Draft report on policy support strategy on modal share promotion Capacity Building. This interim report includes the transnational agreed methodology and first concept drafts for institutional Capacity Building on public modal share promotion, meaning on “Danube Logistics Promotion Centres (DLPC)”, which shall become active and viable in all Danube regions in the future.

Delivery Period: P4 (31.12.2018)

- D 5.3.1 (draft deliverable) incl. European and national policy support strategies (Germany, Austria, Slovakia, Hungary, Croatia, Serbia, Bulgaria, Romania)

Output: Output 5.2

Output 5.2 (PO 26, 1 Output): Policy support strategy for Danube modal share CB

Output 5.2 description: Policy support strategy for long-term institutional capacity building of public institutions responsible for Danube navigation development implementing the goals of EUSDR: The outcome of Act. 5.3 will respond the SO3 by drafting (D5.2.1.1) & developing a joint transnational policy support strategy by involving all relevant stakeholders of this sub-sector. The strategy will help responsible public decision-makers to foster the institutional capacity building of public modal share services.

Delivery Period: P5 (30.06.2019)

Output 5.2 elements:

1. D 5.3.1 (Draft report on policy support strategy on modal share promotion Capacity Building)
2. Output 5.2 (Policy support strategy for Danube modal share CB)
3. DS_Output_5.2_Annex-1: Interviews with public stakeholders

2. Transnational policy support strategy

Out of all available and identified European policies the Action Programme of the European Commission NAIADES has been selected as the most dedicated as well as promising European policy on the promotion of inland waterway transport (IWT). As a consequence, following proposed European policy support strategy is giving priority to NAIADES and its follow-ups.

On macro-regional level, the EU Strategy for the Danube Region (EUSDR) has been selected as the most important transnational policy, which addresses best the promotion of inland waterway transport (IWT). As a consequence, following proposed transnational policy support strategy is giving priority to EUSDR and hereby especially to EUSDR Priority Area 1A¹ (To improve mobility and multimodality: inland waterways).

2.1 European dimension

The European inland navigation policy is an integral part of transport policy and is shaped by the NAIADES Action Programme of the European Commission. It was launched in 2006 with the promotion of inland waterway transport in Europe as its objective. With the implementation of NAIADES II in 2014, the programme of measures to further improve the quality of inland waterway is continuing. There are many reasons for the increased use of inland waterways: low energy consumption, low CO₂ emissions, low external costs, and ample spare capacity and low transport costs. NAIADES and NAIADES II are important steps in the effort to fully exploit the market potential of inland navigation. They combine legislative, coordinative and supportive actions, and focus on five strategic areas: market, fleet, staff, image and infrastructure. The NAIADES action programmes provide not only the member states, but also the EU itself with guidelines for a common approach to strengthen the shipping industry.²

NAIADES I (2006-2013)

NAIADES³ is an integrated European action programme for inland waterway transport. On 17 January 2006, the European Commission adopted a Communication on the promotion of inland waterway transport. The NAIADES Action Programme was intended for the period 2006-2013 and focused on five strategic areas for a comprehensive Inland waterway transport (IWT) policy: market, fleet, jobs and skills, image and infrastructure.

As for the strategic area „image & awareness”⁴, NAIADES states that (...) the choice of the transport modes lies first and foremost with the market actors. **Better knowledge and awareness of the cargo owners, forwarding companies and other potential users of inland**

¹ <https://www.danube-navigation.eu/> (17.05.2018).

² <http://www.viadonau.org/en/company/european-strategies/eu-inland-navigation-policy/> (13.03.2018).

³ https://ec.europa.eu/transport/sites/transport/files/modes/inland/promotion/doc/sec_2011_453.pdf (12.03.2018), pages 1ff.

⁴ https://ec.europa.eu/transport/sites/transport/files/modes/inland/promotion/doc/sec_2011_453.pdf (12.03.2018), page 13.

navigation regarding the potential of inland waterway transports is therefore decisive. Freight forwarders are often not aware of the advantages of inland waterway transport and privilege their usual logistics patterns. **Greater visualisation of inland waterway transport** and the creation of awareness of the main target groups, the cargo owners, freight forwarders, policy-makers and other potential users of inland navigation can help to **increase the interests of customers to use inland waterway transport**.

The EU-co-funded project **PLATINA**⁵ (Platform for the implementation of NAIADES) supported the Commission, Member States and third countries in the implementation of the NAIADES action programme. Among other topics, WP4 (Image) did coordinate activities relevant to the promotion of IWT at the European level, extended and deepened the existing network of promotion and development agencies and did prepare a common communication strategies. PLATINA did directly lead to improved coordination between national and European inland navigation policies and did indirectly increase integration of IWT into multimodal transport chains.

IWT Promotion centres⁶

In order to raise the attention of users to transport by inland waterways, the NAIADES programme suggests the setup of a **European network of promotion centres**.

- Such **promotion centres already exist in a few Member States with good success and should also be set up in other Member States** with a potential of inland waterway transports.
- The **main function of the promotion centres is to advice and to encourage customers at local level to use inland waterways**.

In the last years, the Commission granted financial incentives for the start-up of promotion centres on the river **Elbe**, the river **Po** and on the **Danube** (Hungary).

ELAN project

As a result, the EU-project „**Establish European Logistics Advisory Network (ELAN)**”⁷ was initiated and confirmed positively for EU-funding. ELAN was a pilot to provide neutral information on logistics offers to (potential) clients. The motivation for ELAN was the slowly declining share of transportation by inland waterway transport (IWT). After years of general promotion, **the interest of cargo owners and forwarding companies to use inland waterway transport is growing, but**



⁵ https://cordis.europa.eu/project/rcn/90308_de.html (17.05.2018).

⁶ https://ec.europa.eu/transport/sites/transport/files/modes/inland/promotion/doc/sec_2011_453.pdf (12.03.2018), page 14.

⁷ <https://ec.europa.eu/transport/sites/transport/files/modes/inland/promotion/doc/2016-01-05-naiades-ii-implementation-measures.pdf> (31.07.2017)

the specific knowledge and expertise on how to involve inland waterway transport in the supply chain is still lacking. Multi-modal waterway transport is more complex than uni-modal transport involving more players, transshipment and pre/post haulage, etc. The use of inland waterway transport often requires a review and an adaptation of the entire logistics process. The majority of cargo owners and forwarding companies do not undertake such a step spontaneously, as the awareness and knowledge about impact and benefits for the organization and society is lacking. IWT is in practice used by a limited number of large cargo owners and forwarding companies, concentrated on a relatively small range of commodities as well as growing interest in IWT although for potential clients difficult to find information and to get started. Thus the **aim of ELAN was to boost knowledge of cargo owners, forwarding companies and other potential users of inland navigation in order to shift flows to multimodal solutions with a focus on opportunities for IWT.** The actions⁸ of the pilot project ELAN covered following three steps: First, **setting up of a network of logistics facilitators.** Second, **active non-commercial consultancy to cargo owners and forwarding companies: providing information on modal shift opportunities and support to redesign of logistic chains** with all its implications, impacts and requirements. And third, the organisation of business dating events and high level conferences.

Participation for the Danube river was given through the involvement of via donau - Österreichische Wasserstraßen-Gesellschaft mbH (Austria) in order to represent the Danube corridor in the ELAN project consortium. Experiences and knowledge learnt from ELAN project will be further disseminated and shared with all relevant Danube SKILLS partners (Danube Logistics Promotion Centres).

NAIADES II (2014-2020)

The Commission's NAIADES action programme adopted in 2006 aimed to bolster the advantages of inland waterway transport and tackle a number of obstacles that could prevent it from being used to its full potential. Many measures introduced under the NAIADES programme have been implemented with the support of funding instruments such as TEN-T, Marco Polo, Leonardo Da Vinci, IPA and the Seventh Research Framework Programme. Many of these actions have now been finalised and the programme now needs to be updated.⁹ As a consequence the European Commission has adopted on 10 September 2013 the NAIADES II package "Towards quality inland waterway transport". The objective of NAIADES II is to create the conditions for inland navigation transport to become a quality mode of transport: well-governed, efficient, safe, integrated into the intermodal chain, with quality jobs occupied by a skilled workforce, and adhering to high environmental standards.

The NAIADES II¹⁰ Communication aims at creating the conditions for inland navigation transport to become a quality mode of transport. It sets out the programme for policy action in the field of inland waterway transport for the period 2014-2020. Actions are taken in the following key areas

⁸ http://www.mit.gov.it/mit/mop_all.php?p_id=13921 (12.03.2018).

⁹ http://europa.eu/rapid/press-release_MEMO-13-771_en.htm (13.03.2018).

¹⁰ https://ec.europa.eu/transport/modes/inland/promotion/naiades2_en (13.03.2018).

of intervention: (1) Quality infrastructure, (2) Quality through innovation, (3) Smooth functioning of the market, (4) Environmental quality through low emissions, (5) Skilled workforce and quality jobs and (6) Integration of inland navigation into the multimodal logistics chain.

The key area of intervention No. 6 (Integration of inland navigation into the multimodal logistics chain) aims at improved multimodal logistics chain through the integration of inland waterway transport:¹¹

- Integration of infrastructure is pursued under the first action area on infrastructure.
- Integrating services requires in the first place a more proactive approach from the sector. Identifying and disseminating best practices may help.

Cooperation with other modes of transport can be enhanced to better integrate inland waterway transport into the multi-modal logistics chains. Furthermore, there could be significantly more sharing and exchanging of information between all actors in the logistical chains, which would render the market more transparent and integrated.

The EU-project **PLATINA II** ¹² built on the results of the FP7 project PLATINA (2008-2012) and is in line with the NAIADES action programme. It aimed at bringing together key stakeholders in order to ensure a solid, multidisciplinary knowledge basis for the implementation of NAIADES actions.

European policy support strategies by Danube SKILLS:

The subject of better knowledge and awareness on inland waterway transport (IWT) through the raise of attention of potential users of inland navigation has found its entry into pan-European policies and strategies with the European action programme for inland waterway transport **NAIADES**. Hereby for the first time, concrete priority was given on **IWT Promotion centres** for promoting IWT and offering support to potential users of inland navigation. As a result, the pilot project „**Establish European Logistics Advisory Network (ELAN)**” was initiated and implemented on European level comprising both cargo owners and forwarding companies at national/regional level at the IWT promotion centres or waterway organisations in order to consolidate experience and share best practices on European level and external experts to be identified, selected and contracted in order to extent capacity of IWT promotion centres. While project ELAN’s geographical focus was laid on Western European territories, the **Danube SKILLS** project gives clear priority to the Danube regions and countries. Like ELAN, Danube SKILLS aims at establishing Danube Logistics Promotion Centres (DLPC). These centres act as central and neutral contact points by guaranteeing that their individual information and service portfolio serve the requirements of the sector users, which are demanding for neutral and up-to-date information and support on IWT for their daily transport-logistics businesses.

¹¹ <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52013DC0623&from=EN> (13.03.2018), p. 9.

¹² https://cordis.europa.eu/project/rcn/186985_de.html (17.05.2018).

Danube SKILLS European-level strategy concept:

On European level, for **policy implementation matters** Danube SKILLS will further contribute to the NAIADES II Communication by implementing its strategies through transnational project actions (here: Danube SKILLS) with regard to the awareness and promotion of inland waterway transport (IWT) to users of the transport-logistics industry.

For **policy support matters**, Danube SKILLS will contribute by means of competencies to NAIADES II 2014-2020 and future related European policies (i.e. follow-up Action Plan of NAIADES II). In this context, the involved Danube SKILLS project partners – here Danube Logistics Promotion Centres - will disseminate and promote the needs of their national stakeholders not only on national levels, but for NAIADES II through their national ministries and administrations also in an a European dimension. As expected result, awareness and promotion of IWT shall be seen as essential thematic priorities on high European level with a clear and sustainable political visibility.

2.2 Transnational dimension

The Danube Region has changed dramatically. Most recently, major impacts have been triggered by the EU enlargement processes in 2004, 2017 and 2013. The world's most international river basin is now for the main part a European Union (EU) space. There are new opportunities to address its challenges and potential, especially to reinforce its efforts to overcome the economic crisis in a sustainable manner. Socio-economic development, competitiveness, environmental management and resource efficient growth can be improved, security and transport corridors modernised. The Danube can open the EU to its near neighbours, the Black Sea region, the South Caucasus and Central Asia. An **EU Strategy for the Danube Region** can contribute to EU objectives, reinforcing major EU policy initiatives, especially the Europe 2020 strategy.¹³

The major challenges of the EUSDR are¹⁴: (1) Mobility, (2) Energy, (3) Environment, (4) Risks, (5) Socio-economic and (6) Security, serious and organised crime. As for mobility: the Danube River itself is a major TEN-T Corridor. However, it is used way below its full capacity. Freight transported on the Danube is only 10%-20% of that on the Rhine. As **inland waterway transport** has important environmental and efficiency benefits, its **potential must be sustainably exploited**. There is particular need for greater multimodality, better interconnection with other river basins modernising and extending infrastructure in transport nodes such as inland ports. In that region, there is a need to connect people, their ideas and needs. Transport interconnections must be modernised, and informatics access improved.

The Danube Region Strategy addresses a wide range of issues, which are divided among 12 priority areas. Each priority area is managed by two countries as Priority Area Coordinators

¹³ COMMUNICATION European Union Strategy for Danube Region, COM(2010) 715 final, Brussels, 8.12.2010, <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52010DC0715&from=EN> (13.03.2018), p. 3.

¹⁴ COMMUNICATION European Union Strategy for Danube Region, COM(2010) 715 final, Brussels, 8.12.2010, <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52010DC0715&from=EN> (13.03.2018), p. 4f.

(PACs). Out of these EUSDR Priority Area 1a (To improve mobility and multimodality: Inland waterways) addresses exclusively on matters of inland navigation.

The final targets for EUSDR Priority Area 1a are as follows:¹⁵

- (1) Increase the cargo transport on the river by 20% by 2020 compared to 2010. [target maintained as in EC Communication of Dec. 2010]
- (2) 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 2020. [target reformulated from EC Communication of Dec. 2010: "Remove existing navigability bottlenecks on the river so as to accommodate type VIb vessels all year round by 2015"]
- (3) 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. [target reformulated from EC Communication of Dec. 2010: "Development of efficient multimodal terminals at Danube river ports to connect inland waterways with rail and road transport by 2020"]
- (4) Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2020. [new target; not in EC Communication of Dec. 2010]
- (5) 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. [new target; not in EC Communication of Dec. 2010]

Danube SKILLS contributes indirectly to the strategies and objectives of the EUSDR Priority Area 1a by giving priority on the awareness and promotion of Danube waterway transport towards users of this mode of transport. For achieving this first so-called Danube Logistics Promotion Centres will be established per involved region, which shall be empowered to provide demanded information and services to business operators of the transport logistics sector. In this respect, firstly Danube SKILLS will increase the level of skills and competences of these public entities which act as Danube Logistics Promotion Centres in the Danube countries, before secondly these will offer information and services to the transport users. Thus, in the short/mid-term Danube SKILLS wants to increase the level of knowledge and competencies about the usage of Danube waterway transport inside enterprises of potential users of inland navigation and their operational staff (= mind-shift towards IWT), while in the long-term these people shall be equipped with the know-how to prepare and manage multimodal transport chains incl. Danube transport; what would increase also the cargo transport on the river Danube (= modal shift to IWT).

¹⁵ <https://www.danube-navigation.eu/targets-governance-1> (13.03.2018).

Danube SKILLS transnational-level strategy concept:

On transnational level, for **policy implementation matter** will further contribute to the EU Strategy for the Danube Region and in particular on the EUSDR Priority Area 1a (To improve mobility and multimodality: Inland waterways) by implementing its strategies through transnational project actions (here: Danube SKILLS) with regard to the awareness and promotion of inland waterway transport (IWT) to users of the transport-logistics industry.

For **policy support matters**, Danube SKILLS will contribute by means of competencies to the EUSDR and EUSDR Priority Area 1a. In this context, Danube SKILLS project partners will disseminate and promote the needs of their national stakeholder needs not only on national levels, but for EUSDR also on transnational dimension. The Romanian Ministry of Transport (Ministerul Transporturilor din România) and Austrian Waterway Company (via donau - Österreichische Wasserstraßen-Gesellschaft mbH) - in their role as coordinators of EUSDR Priority Area 1a - can pave the way for inputs from the Danube SKILLS project to the EUSDR Priority Area 1a. As expected result, awareness and promotion of IWT shall be seen as essential thematic priorities on transnational level with a clear and sustainable political visibility.

2.3 Final conclusions

Danube SKILLS will contribute both to the current and future policy dimension on national, transnational and European levels. In parallel, it will foster the project implementation by ensuring the set-up of Promotion Centres on Inland Navigation in the Danube region.

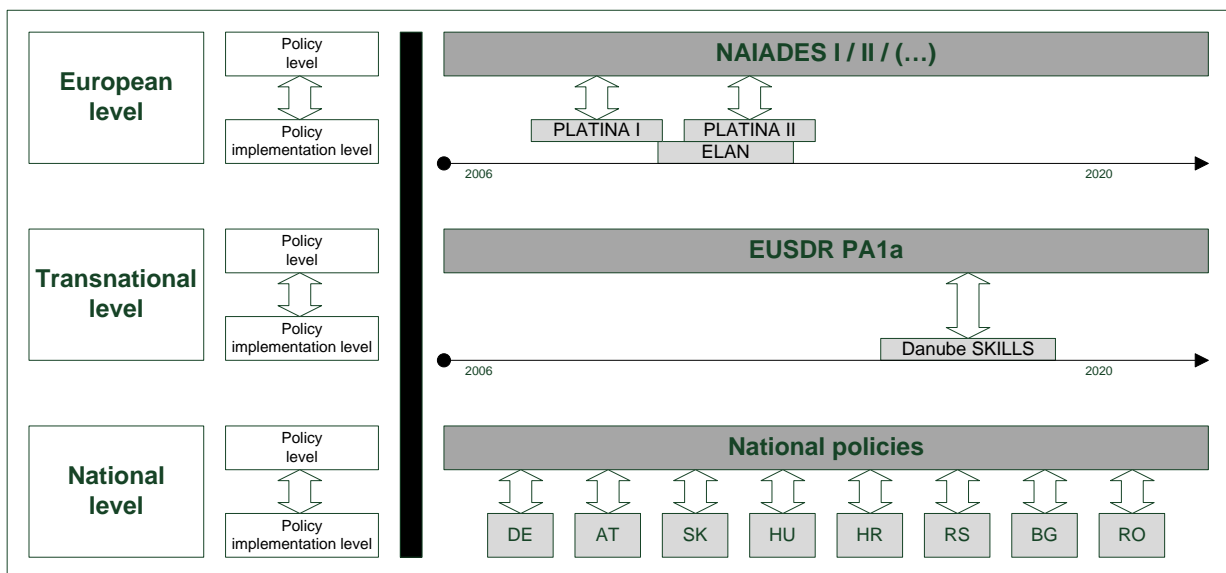


Fig. 6: Policy and project implementation levels for future Promotion Centres on Inland Navigation in the Danube regions.

On policy level Danube SKILLS will support both European (here: NAIADES II and following actions) and transnational (here: EUSDR PA1a) policies and strategies in order to foster Inland Navigation and esp. Inland waterway transport (IWT) in these, whereas specific focus will be given on the awareness and promotion of this sustainable mode of transport. Relevant political decision-makers and responsible administrations will be regularly informed about the progress of promotion actions on IWT so that these can evaluate their policies best for the addressed sector users and stakeholders.

On project implementation level Danube SKILLS will continue its started process on establishing Danube Logistics Promotion Centres (DLPC) in the Danube region and to ensure that these collaborate best among each other. Besides, Danube SKILLS will provide lessons-learnt not only to other Promotion Centres, but will also hand-over these to policy-decision makers who need such inputs for their policy framework work.

3. Transnational Danube Logistics Promotion Centres - Approach

3.1 State of play

3.1.1 Promotion Centres on Inland Navigation on European level

On European level there are various Promotion Centres in place, which deal with the promotion of inland navigation; whereas all have in common that they act as independent and neutral platforms without commercial interests. However, each Promotion Centre addresses a different cluster of stakeholders, ranging from skippers, barge owners, manufacturers, retailers and wholesalers or inland ports.

Promotion Centres for Inland Navigation on European level	Website
Inland Navigation Europe (INE)	www.inlandnavigation.eu/home/
European Skippers Organisation (ESO)	www.eso-oeb.org/
European Barge Union (EBU)	www.ebu-uenf.org/
European Federation of Inland Ports (EFIP)	www.inlandports.eu/
(...)	(...)

Fig. 7: Promotion Centres for Inland Navigation on European level (selected examples)

- Inland Navigation Europe (INE) is a European platform of national & regional waterway managers and promotion bureau that works to develop a long-term strategy for competitive and sustainable transport by water at national and European levels. INE is an independent platform, without commercial interests, with support of the European Commission.
- European Skippers Organisation (ESO) looks after the interests of the European private inland shipping entrepreneurs on the European level. The ESO-Council is composed of representatives of Belgian, Dutch, French, German and Polish inland waterway transport organisations. Over the years, ESO has occupied itself in the interest of independent entrepreneurs with various matters, such as market regulation, fleet renewal, use of reserve funds, market observation, waterway bottlenecks, inland shipping promotion, crew regulation, training, accommodation, environmental problems, River Information Services etc.
- European Barge Union (EBU) represents the majority of the inland navigation industry in Europe. Its members are the national associations of barge owners and barge operators of the leading European inland navigation countries. EBU's main objective is to represent the

interests of the inland shipping industry at a European and international level and to contribute to the development of a sustainable and efficient European transport system.

- European Federation of Inland Ports (EFIP) is acting as the unique voice of inland ports in Europe. It highlights and promotes the role of inland ports as nodal points for intermodal transport, combining road, rail, maritime and inland waterway transport. EFIP actively follows all developments in the field of EU transport and environmental policy of importance to inland ports and their environment, and represents the inland ports to the European institutions.

3.1.2 Promotion Centres on Inland Navigation on national levels

Even on national levels Promotion Centres on inland navigation already exist, whereas these are mostly located in Western European territories rather than on Central and South-Eastern European regions.

Promotion Centres for Inland Navigation on national levels	Region	Website
Promotie Binnenvaart Vlaanderen (PBV)	Belgium	www.binnenvaart.be/
Voies navigables de France (VNF)	France	www.vnf.fr
Bureau Voorlichting Binnenvaart (BVB)	Netherlands	www.bureauvoorlichtingbinnenvaart.nl/
Service public de Wallonie (SPW)	Belgium	spw.wallonie.be/

Fig. 8: Promotion Centres for Inland Navigation on national level (selected examples)

- Promotie Binnenvaart Vlaanderen (PBV) encourages consultation between water road-users themselves, waterway users and all relevant authorities, the IWT sector and potential new users.
- Voies navigables de France (VNF) is a public authority with an industrial and commercial character under the aegis of the Ministry for Transport. Their task is to manage, operate, modernize and develop the 6,700 km of navigable rivers and canals in France. It promotes these waterway activities and federates initiatives in favour of fluvial transport and tourism.
- Bureau Voorlichting Binnenvaart (BVB) an information agency that acts as an intermediary for all questions concerning inland navigation. It hosts information on inland navigation for cargo owners, forwarding companies and other potential users of inland navigation wanting to know how and whether inland navigation fits into their logistics chain.
- Service public de Wallonie (SPW), here the Directorate General for Mobility and Waterways of the Wallonia Public Service, is responsible for managing, exploiting, maintaining and

developing the Walloon inland waterways network. Within DG Mobility and Waterways, the inland waterways and intermodality promotion service has as main task to enhance the economic and recreational use of inland waterways in Wallonia, through distribution of information, organisation of promotion activities, policy measures in favour of the sector's development and contacts with cargo owners, forwarding companies and other potential users of inland navigation.

3.2 Promotion Centres on Inland Navigation in the Danube region

As for the Danube region except for Austria, so far no single responsible Promotion Centre on Inland Navigation at national level exists yet. At the moment in each of the Danube countries there exist more than one organisation or enterprise dealing with selected thematic subjects of Danube Navigation, but none of these offers a full set of information and tools to the transport-logistics sector users. In this context information about waterway infrastructure and availability are partially provided, partially information about inland ports & terminals, partially about vessel operators, partially about market conditions incl. potentials and best-practices and partially about funding schemes or legal regimes. This fragmentation leads to significant disadvantages on promoting Danube navigation to potential users of the transport-logistics sector, which suffer from single access to information they need for arranging inland waterway transport-borne logistics.

Differently than outlined above is the situation for Austria, where already a unique Promotion Centre on Danube Navigation exists, which offers a full range of potential important information and services (i.e. waterway information, port/ terminal information, funding schemes or legal regimes) to its transport-logistics sector users. This organisation is named via donau - Österreichische Wasserstraßen-Gesellschaft mbH, which is owned by the Austrian Federal Ministry for Transport, Innovation and Technology and executes its work based on the Waterway Act (BGBl. I Nr. 177/2004). On a daily basis, viadonau can assist and consult inquiring transport-logistics users for free. An evident limiting factor is the circumstance that viadonau does not have any other Danube Logistics Promotion Centres in the Danube region as counterparts so far, which would enable the set-up of a joint transnational network of Danube Logistics Promotion Centres across this entire European territory. In practical cases, for instance viadonau cannot support transport-logistics users as best as possible, esp. when other regions are concerned than Austria; this for instance due to language barriers or suitable contacts. Surely, viadonau possesses a lot of information about other Danube riparian countries too, but the existence of local Promotion Centres on Danube Navigation in the other countries than Austria would help a lot, as for instance received inquiries can be also forwarded to other Promotion Centres, which might provide their national expertise in addition in order to answer user inquires in a better and more detailed way.

3.2.1 Geographical strategy framework

To overcome the bottleneck of lacking awareness, knowledge and usage of inland waterway transport, Danube Logistics Promotion Centres shall be set-up and operated in all Danube

countries. Once established, these shall offer best information and service set to the users of Danube navigation on a neutral, cost-free and easy-to-access basis.

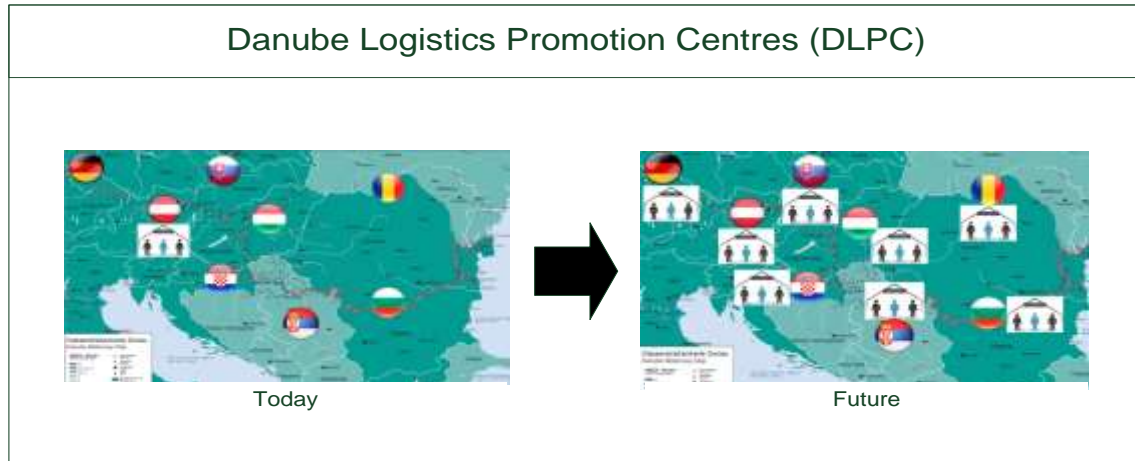


Fig. 9: Promotion Centres for Inland Navigation on national level in the Danube region

3.2.2 Network strategy framework

In the long-term (2020-2030) it is planned that all 10 riparian Danube countries have Promotion Centres for Inland Navigation on national levels in place, which might exchange and collaborate among each other. As for the European short-sea-shipping sector the organisation European Shortsea Network (ESN) has been established, which acts as central platform for all founded Short Sea Promotion Centres. So far, for Inland Navigation sector it is more likely that the inaugurated Promotion Centres will work and co-operate on a non-legally-binding exchange among each than through a further centralised entity, which needs to be set-up, operated and financed in addition to national centres. However, maybe a later (mature) stage the implementation of a transnational promotion centre will become essential.

3.2.3 Political strategy framework

The challenges identified in Danube navigation show a huge discrepancy within the Danube Region and underline the necessity to increase the know-how of responsible administrations for being capable of providing improved information and promotion services to the cargo owners, forwarding companies and other potential users of inland navigation through the so-called “Danube Logistics Promotion Centres”. The integration of Danube navigation into transport logistics solutions is currently often prevented by the lack of skilled manpower, the lack of information in the inland waterway transport sector for companies as well as lacking and/or insufficient available national and transnational policies.

European level

On European level, NAIADES I, the European action programme for inland waterway transport (2006-2013), provides the best political background and support for fostering IWT Promotion centres across Europe.

IWT Promotion centres: In order to raise the attention of users to transport by inland waterways, the NAIADES programme suggests the setup of a European network of promotion centres. Such promotion centres already exist in a few Member States with good success and should also be set up in other Member States with a potential of inland waterway transports. The main function of the promotion centres is to advice and to encourage customers at local level to use inland waterways. In the last years, the Commission granted financial incentives for the start-up of promotion centres on the River Elbe, the River Po and on the Danube (Hungary).

Source: NAIADES I

In the follow-up initiative NAIADES II this prominent reference to IWT Promotion centres is unfortunately not visibly anymore as it was for NAIADES I. But among other topics, the need for the promotion of the Inland Navigation is highlighted as “Integration of inland navigation into the multimodal logistics chain”. For fostering this besides technical and organizational matters also the provision of information and services about the capabilities of Inland Navigation is important what Promotion centres can do and offer best.

In case of a further follow-up initiative of the Action Plan NAIADES II (2021 onwards) for practical reasons the consideration of promotion tasks of inland navigation shall be integrated as well, as this is another important topic besides the development of waterway infrastructure, River Information Services, ports & terminals etc. - still needs to addressed and implemented, where lacking. The set-up and improvement of promotion centres for inland waterway transport are essential for reaching European and national objectives in the transport sector.

Transnational level

On transnational level the EU Strategy for the Danube Region (EUSDR) demands that inland waterway transport has important environmental and efficiency benefits, its potential must be sustainably exploited. EUSDR Priority Area 1a – out of the EUSDR - fits best with the thematic topic of inland navigation by aiming at increasing the cargo transport on the river Danube by 20% by 2020 compared to 2010. For achieving this planned modal shift beyond many other important instruments also the promotion of Danube Navigation – in the format of a “mind shift” towards the acceptance and usage of sustainable modes of transport – needs to considered and deployed.

Different to the NAIADES Action Plans of the European Commission is that the EU Strategy for the Danube Region (EUSDR) works on specified regional territory. While NAIADES Action Plans are addressing all EU Member States, the EUSDR focusses exclusively on the Danube countries and regions.

3.3 Mission and strategic objectives of Danube Logistics Promotion Centres

3.3.1 Mission of transnational Danube Logistics Promotion Centres

The information and data that potential users have about IWT is not always complete, correct or applicable in practice. At the same time many shippers and logistics service providers search for neutral logistics advice in order to integrate IWT services in their specific multimodal transport chains.

Mission statement
Future Danube Logistics Promotion Centres should be able to offer a comprehensive and neutral information and service portfolio to all who are interested in Danube navigation.

Main principles of Danube Logistics Promotion Centres (DLPC):

1. Provide information, raise awareness and interest about IWT,

(In less developed IWT markets large groups of shippers may still be unaware of the IWT potential. Here, the Promotion Centres will have to identify those shippers and start a communication about using IWT. The Promotion Centres will have a look at cargo categories most promising in terms of characteristics of transported goods, locations of the relevant industries and the involved trade flows (import, export).)

2. Increase knowledge of potential users of inland navigation on how to use IWT in multimodal transport chains,
3. Provide non-commercial assistance to cargo owners not yet using IWT transport, through analysis of their cargo flows leading to the elaboration of alternative solutions including waterway transport, associated with market studies and related analysis.
4. Enable Business-to-Business contacts between cargo owners, forwarding companies and potential users of inland navigation.

3.3.2 Strategic objectives of transnational Danube Logistics Promotion Centres

To overcome these current limitations, the network of Promotion Centres will provide information, raise awareness and interest, increase knowledge of logistics decision makers on how to use inland waterway transport (IWT) in multimodal-based logistics chains. It will provide non-commercial assistance to cargo owners and forwarding companies not yet using IWT transport, through analysis of their cargo flows leading to the elaboration of alternative solutions including waterway transport. The established Promotion centres will work closely together with

the existing promotion centres, and where possible assist and coach their staff, so that a multiplier effect can be achieved.

In general, Promotion centres must have a profound knowledge of the IWT sector, have a long standing expertise of multimodal IWT, shall have a very good knowledge of the relevant transport markets and shall be aware of innovative practices in IWT. The Promotion centres have to be neutral vis-à-vis the market placers and shall not have conflicting interests between the role of the Promotion Centre and the market operations which are the subject of facilitation. The work of the Promotion Centre is in addition to what is already being done by the national and regional offices, this means especially a focus on transnational aspects (incl. cross-border flows). The Promotion centre will have to provide adequate tools to support the users of the IWT sector best with information and services. For the transnational network of Promotion centres, an exchange platform shall be set-up, where knowledge can be bundled and mutual learning (incl. good practices and barriers) can take place amongst the Promotion centres on a continuous basis and via regular meetings.

Curriculum Vitae (CV) of staff of Promotion centres: These shall have adequate education (i.e. transport, logistics, business administration, spatial planning) and practical experience. Besides, language skills (i.e. English and further Danube languages) as well as presentation and communication know-how is required. Specific experience and track records are needed for the thematic subjects of a) logistics and road haulage and b) IWT and rail. Staff of Promotion centres must be neutral against other market operators and must have ideas and leads concerning the potential in the market not yet addressed by other organisations.

Strategic objectives of Danube Logistics Promotion Centres (DLPC)

(1)	Danube corridor approach	<p>Danube Logistics Promotion Centres give geographical priority to the Danube region, but shall collaborate and exchange with other promotion centres in other European countries and regions (e.g. DE, NL, BE, FR).</p> <ul style="list-style-type: none"> - Set-up of a network of Promotion Centres along the river Danube - Co-operation and exchange with other Promotion centres located in other geographical regions (e.g. DE, NL, BE, FR)
(2)	Neutrality	<p>Danube Logistics Promotion Centres are neutral partners for current and potential users of Danube navigation by providing the same information for all market actors. They act independent of any market operators and business interest.</p> <ul style="list-style-type: none"> - Neutral partner for current and potential users of Danube Navigation - Same information for all market actors - Low-threshold access to relevant information and data (avoid direct business relations) - Being independent from any market operators
(3)	Adequate and sufficient resources (human and financial)	<p>Danube Logistics Promotion Centres should have sufficient Human Resources (= sufficient qualified staff) equipped with competences and know-how regarding e.g. Danube navigation, transport logistics, multimodality, ports & terminals, economic trends, funding and legal issues as well as language skills. In addition, Danube Logistics Promotion Centres should be equipped with sufficient Financial Resources to offer the described information and service portfolio. For cross-border issues and transnational exchange funding schemes from the European Commission shall be envisaged.</p> <ul style="list-style-type: none"> - Human resources: a) Education criteria for staff: Logistics specialists at regional/national levels being contracted by Danube Logistics Promotion Centres having skills and competencies in the thematic fields of transport, logistics, Danube navigation, IWT, multimodality,, inland ports & terminals, economic trends & developments, funding and legal issues. b) Additional staff criteria: Language skills (national language, English and other Danube languages) Presentation and communication skills, - Financial resources: Sufficient financial resources (either public and/or sponsoring) for running the Danube Logistics Promotion Centres. - For cross-border issues, transnational and European exchanges funding schemes from the European Commission shall be envisaged.
(4)	Targeted and updated services	<p>Danube Logistics Promotion Centres shall offer up-to-date and customer-oriented services to all relevant stakeholders and run continuous interactions with sector representatives. Promotion centres will organise workshops and B2B events at regular intervals to inform interested private and public actors on new developments in the Danube logistics sector.</p> <ul style="list-style-type: none"> - Customer-oriented services (principle) - Continuous interaction with sector representatives

		<ul style="list-style-type: none"> - Regular know-how exchange with sector - Organisation of workshops, information events & B2B events - Constant alignment of service portfolio to customers' needs - Providing non-commercial logistics expertise to shippers and logistics service providers - Provision of regularly update information and services - Participation at and contribution to already successful conferences on the promotion of inland navigation (e.g. Danube Business Talks)
(5)	Customer orientation (service commitment)	<p>Danube Logistics Promotion Centres dispose of basic know-how related to Danube navigation and provide information, services and tools focusing on the following fields:</p> <ol style="list-style-type: none"> 1. Fairway information (e.g. notices to skippers, locks status, water levels, etc.) 2. Danube ports (e.g. contact data, port handling & storage facilities, etc.) 3. Shipping and forwarding companies (e.g. contact details, transported cargo, served ports, etc.) 4. Funding schemes (national/ international, relevant for Danube logistics) 5. Promising markets for Danube logistics (e.g. market analysis, events with thematic focuses on specific cargo groups, etc.) 6. Promotion of Danube logistics (on national/ international level, e.g. promotion at events, log. Advantages, strengths, possibilities)
(6)	Free of charge (services)	<p>Danube Logistics Promotion Centres offer their services free of charge and easily accessible to potential users of inland navigation. The non-commercial provision of information, tools and services aims exclusively at facilitating a modal shift towards the Danube and should therefore be mainly financed by public sources in order to ensure neutrality towards all market players.</p> <ul style="list-style-type: none"> - Free and easily accessible services - Non-commercial consultancy and information on modal shift to potential users of inland navigation
(7)	Political visibility (and support)	<p>Danube Logistics Promotion Centres shall have a clear and high political visibility; this through national/regional, transnational (e.g. EU Danube Region Strategy) and European policies. Danube Logistics Promotion Centres collaborate with national and transnational policy-decision makers in a most effective manner to foster inland waterway transport.</p> <ul style="list-style-type: none"> - Clear reference to NAIADES I and NAIADES II Action Plans of the European Commission on pan-European level - Clear reference to EUSDR PA1a on transnational level - Clear reference to national/ regional policies in place and sound collaboration with the relevant public administrations
(8)	Acceptance by the relevant cargo	<p>Danube Logistics Promotion Centres are central contact points for Danube navigation and inland waterway transport in the respective country. Danube Logistics Promotion Centres act proactive by meeting identified market operators and organising specific national conferences and</p>

	<p>owners, forwarding companies and other potential users of inland navigation</p>	<p>constantly observing existing and future markets together with relevant stakeholders.</p> <ul style="list-style-type: none"> - Central contact point in the respective country - Leadership on promoting IWT and identifying future potential users and markets - Constant market observation and definition of focus initiatives on regional potentials and sector- or cargo-specific potentials - Acting proactive by meeting identified market operators and organising specific national conferences <ul style="list-style-type: none"> • Direct communication: inquiries regarding Danube navigation are answered in a prompt and efficient manner (phone, e-mail, personal contact, information meetings etc.) • Indirect communication: website, newsletter, brochures, social media channels • Events and workshops: initiatives focusing on a specific cargo or a specific region, business-to-business (B2B) platforms
<p>(8)</p>	<p>Collaboration with other promotion centres on regional and transnational levels</p>	<p>Danube Logistics Promotion Centres set-up a network along the entire Danube corridor and establish exchange with promotion centres in other European regions (e.g. Rhine region). Danube Logistics Promotion Centres regularly exchange know-how through available means of communication and shall uniform/ standardise their level of service regarding the provision of information on Danube navigation.</p> <ul style="list-style-type: none"> - Setting up a network of Promotion Centres; participation in relevant international and national networks - Regular exchange among each other by different means of communication and meetings - Uniform service level regarding the provision of information on Danube navigation

4. National policy support strategy

4.1 Methodology

Following the European and transnational policy support strategies, national policy support strategies have been identified and developed by each involved Danube region country, which are reflecting the thematic subject of “Danube Logistics Promotion Centres” from a national level.

With regard to the used methodology, a clear approach was prepared in order to provide all involved project partners a common framework for streamlining their (partly) heterogeneous strategies and objectives. Hereby, lessons learnt from Act. 5.1 (Gap analysis and impact evaluation) have been used by setting up following methodology:

- Strategic Objectives (each Point from S01-S03 had to be completed by every project partner)
- Operational plan (each Point from OP1-OP3 had to be fulfilled including all Measures)

Strategic objectives

S01 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

- Please describe here your vision and long-term objectives for becoming a DLPC? What were/are your motivations?
- Why can particularly you support potential users of inland navigation to foster Danube transport?

S02 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

- Which strategies do you have to bring together both the public & private sector stakeholders?
- Do you offer the right services as DLPC to your stakeholders? (see also Act 4.1 demand report)
- Which services are needed most by them?

S03 [How?]: Implementation strategies

- Please describe here your intended political visibility and integration on policy level?
- Please describe here your necessary strategies for the implementation of your DLPC?
- Please describe here your current obstacles as well as appropriate strategies to overcome these?

Operational plan

OP1 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

Measure 1: Set-up Danube Logistics Promotion Centres

- Please describe here your DLPC and its backgrounds and specific competencies? Provide also information about the location and premises of your DLPC etc.?
- Are there already other promotion centres in your countries? If yes, how will you collaborate with these?

Measure 2: Technical capacities (staff/H.R., qualifications, trainings etc.)

- Please describe here how many persons/ experts you need? Either already existing staff, new staff or external support?
- Which kind of pre-qualifications are you currently lacking? Which training (which topics?) do you need for e.g. existing staff?

Measure 3: Financial capacities (costs, funding etc.)

- Please describe here whether you run your DLPC based on private (e.g. incl. sponsoring) and/or public (e.g. national funds, EU funds) resources?

OP2 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

Measure 1: Public services on Danube logistics promotion

- Please describe here your offered public services to cargo owners and logistics service providers in your regions (see also D.4.1.3 and Act. 4 minimum/best service sets)?
- Onto which information services do you want to focus and specialise?

Measure 2: Stakeholder Management

- Please describe here your partner network and how you work with these today and in the future. Onto which sectors (e.g. shipping companies, port and terminal operators, forwarding companies, cargo owners and industry players) more focus/priority shall be given in the future?
- Please describe here briefly your communication plans to reach best both public administrations and transport operators in your country?

Measure 3: Transnational collaboration among DLPC

- Please describe here which online-based exchange measures between your DLPC and others shall be implemented in the future, such as exchange of website-links, , Danube Logistics Portal, INeS Danube etc.?
- Please describe here which offline-based exchange measures between your DLPC and others shall be implemented in the future, such as joint workshops/ events, joint trainings, joint publications, information about national events etc.?

OP3 [How?]: Implementation strategies

Measure 1: Political visibility and integration of the DLPC

- Please describe first which national ministries, stakeholders and working groups are relevant for your DLPC?
- Second, describe which national policies are most important for your DLPC? (Please list your top-3 or top-5 policies you have.)

Measure 2: Implementation steps

- Please describe your required steps for the implementation of your DLPC?
- Step-1: (...)
- Step-n: (...)

Measure 3: Elimination of (trans-)national barriers of DLPC

- Please check Act. 5.1-deliverable (gap analysis) and describe how you would overcome your identified gaps and problems for your region and country?

4.2 National strategies

4.2.1 Germany

4.2.1.1 *Strategic objectives*

S01 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

The Development Centre for Ship Technology and Transport Systems e.V. (DST) represents the only German DLPC within the project.

The DST is a private service provider whose reputation in the shipping industry leads to orders and inquiries from this industry.

S02 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

The most needed service is reliable current information on the waterway conditions such as water depth and current. Together with the IWT associations, the DST organises events to inform the stakeholders about various topics.

S03 [How?]: Implementation strategies

The DST as research institute is not politically active. Together with other experts the DST acts as a consultant.

4.2.1.2 *Operational plan*

OP1 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

Measure 1: Set-up Danube Logistics Promotion Centres

The DST DLPC is accessible via: <http://www.dst-org.de/en/danube-logistics/> (English) and <http://www.dst-org.de/donau-logistik/> (German) . Here general information on IWT and a link collection on Danube logistics can be found. There are no specific DLPCs in Germany. Most transport is organized by the shipping companies themselves. General information can gathered from IWT associations such as VBW, BDB etc. The SPC (<https://www.shortseashipping.de>) is a private and public financed centre that also offers advice on logistic topics. The DST DLPC will also collaborate with the other national DLPCs; contact data is given on the website.

Measure 2: Technical capacities (staff/H.R., qualifications, trainings etc.)

All DST members can give advice to customers interested in Danube logistics. DST expertise covers a wide range of topics such as ship design, hydrodynamic optimisation and retrofitting, model- and full scale tests, simulator training and logistics and transport systems.

Measure 3: Financial capacities (costs, funding etc.)

The DST receives a partial funding for the processing of the project DANUBE SKILLS. The DST as a private company must raise funds through services.

OP2 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

Measure 1: Public services on Danube logistics promotion

The most important information for IWT logistic service providers are the waterway conditions like water depth, lock and port information etc. Furthermore the following topics shall be covered:

- IWT as environmentally friendly transport mode,
- statistics about the German transport sector,
- ports along the German Danube
- The German IWT associations
- Funding programmes for ship owners and the IWT sector

Measure 2: Stakeholder Management

As an IWT research institute DST has a wide network of ship owners, ports and logistic providers, shipping industry, IT, research, education and administrations. DST's main focus lies on ship owners and operators to maintain their efforts in efficient shipping.

Measure 3: Transnational collaboration among DLPC

The collaborations shall be mainly done by setting links to other DLPCs.

OP3 [How?]: Implementation strategies

Measure 1: Political visibility and integration of the DLPC

For the German DLPC the Federal Ministry of Transport and Digital Infrastructure is the most relevant ministry. The top 3 national policies are the *Plan for Federal Traffic Routes 2030* (Bundesverkehrswegeplan 2030 (BVWP 2030)), the *Freight Transport and Logistics Action Plan*

(Aktionsplan Güterverkehr und Logistik) and the *National Strategy for Sea and Inland Ports 2015* (Nationales Hafenkonzzept für die See- und Binnenhäfen 2015). (Nationales Hafenkonzzept für die See- und Binnenhäfen 2015).

Measure 2: Implementation steps

The DST DLPC is already implemented: If a customer is interested, advice will be provided.

Measure 3: Elimination of (trans-)national barriers of DLPC

The major service gap for the German shipping companies is the poor availability of fairway information, information on ports etc. In the German DLPC DST will try to close this gap by bundling all available sources of fairway information on one website, to make access easier. DST is also engaged in the field of ship-waterway interaction for the upper Danube (section Straubing-Vilshofen).

4.2.2 Austria

4.2.2.1 Strategic objectives

S01 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

In Austria, viadonau – Austrian Waterway Company (VIA) embodies a DLPC, which serves as public contact point for the provision of up-to-date and accurate information in the field of Danube logistics. The company's **long-term objective** is to cooperate with a network of other DLPCs to efficiently provide information and services to potential users of Danube logistics in order to achieve a transnational modal shift to inland navigation. viadonau's **motivation** is to form a DLPC, which offers customer-oriented services and provides neutral, free of charge and easily accessible information and expertise for potential users of Danube navigation. VIA would like to serve as a well-acknowledged partner for cargo owners and industry players (demand side) as well as logistics service providers (supply side) at the same time. Furthermore, a DLPC should increase the knowledge of logistics decision makers on how to use IWT in multimodal transport chains, and provide non-commercial assistance to shippers not yet using IWT transport, through analysis of their cargo flows leading to the elaboration of alternative solutions including waterway transport. In addition, the transnational exchange of services in the Danube region can be ensured through cooperation with the relevant organizations which provide information and contribute to the promotion of Danube logistics services.

To foster Danube transport viadonau promotes available logistics services at relevant events, web pages and marketing campaigns in cooperation with other public administrations. In addition, the periodic updating of national and international information (publications, folders, manuals, etc.) enables VIA to reach an extensive target group with its expertise and services.

S02 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

The Austrian strategy is to organize B2B events and workshops with various stakeholders on national and international level (such as the "Danube Business Talks"). These events are meeting points for all that are interested in logistics solutions and business relations in the field of inland navigation. Leading experts from the industry and the logistics sector as well as political decision-makers discuss about innovative logistics solutions and promising markets along the Danube corridor. Since 15 years viadonau acted as a DLPC for the Danube logistics sector and potential customers of Danube logistics services and developed a sound stakeholder management system. The services provided by viadonau as a DLPC are promoted not only via participation at relevant events but also via direct contacts with sector representatives/regular key account contacts and marketing campaigns. The company also communicates with stakeholders via well-structured social media channels and the company website. The main stakeholders in Austria are cargo owners, port and terminal operators who offer cargo loading and unloading services for ships and other logistics services, shipping companies and shipbrokers and forwarding companies. The service which is needed most by the stakeholders is the information regarding the navigability of the inland waterway. VIA provides this information via various channels on national and

international level.

S03 [How?]: Implementation strategies

viadonau is the leading international waterway operators in the Danube region. The company ensures transparency in all actions and communication, and has a strict compliance with laws and regulations. One of the main objectives of viadonau is to achieve a harmonised development of the Danube waterway and enhance the integration of the Danube logistics sector into the policies of the European Union. For this purpose viadonau needs a close contact to other waterway authorities, decision-makers and interest groups in the Danube riparian states.

viadonau already embodies a DLPC in Austria that serves as public contact point for all enterprises interested in using inland waterway transport services in the Danube region. viadonau pursues the strategy of an excellent user-oriented service (directly or indirectly) for all relevant stakeholders. The Team Transport Development answers direct questions regarding Danube navigation in a prompt and efficient manner via phone or e-mail. If requested more detailed information on Danube logistics services is offered in a face-to-face information meeting.

One obstacle not only Austria has to overcome is to raise the awareness for sustainable transport modes such as IWT in general. Therefore, viadonau does a lot of publicity work and builds up strategic networks with other organisations and companies dedicated to this mission To overcome language barriers viadonau employs a multi-lingual staff and works closely together with stakeholders and technical experts from other Danube riparian states.

4.2.2.2 Operational plan

OP1 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

Measure 1: Set-up Danube Logistics Promotion Centres

viadonau is a state-owned company and known as the leading international waterway operator in the Danube region. The DLPC is located in Vienna within the headquarter of viadonau (Donau-City-Straße 1, 1220 Wien).

Serving as public contact point for clients and customers in the Danube region concerning infrastructure management, shipping and logistics as well as electronic information and navigational systems, viadonau places great emphasis on preparation, collection and sharing of expert knowledge related to the Danube.

viadonau

- acts as an interface and neutral platform for business contacts in the field of Danube Logistics
- enables an active support of actors from the business sector and sector representations (customer orientation)
- offers technical know-how and a subject-specific contact network for the implementation of projects in the field of inland waterway transport and multimodality and
- bundles knowledge and expertise regarding Danube logistics services.

The company works closely together with the Vienna-based organisations of Pro Danube Austria (PDA), Pro Danube International (PDI) and the Association of Austrian Public Ports (IGÖD) to promote the further development of the Danube logistics sector. Among this group, viadonau is the only market-neutral DLPC in Austria.

Measure 2: Technical capacities (staff/H.R., qualifications, trainings etc.)

Concerning the DLPC at viadonau five qualified people are currently working in the Transport Development Team, which forms the DLPC.

Education criteria for staff: The Austrian Danube Logistics Promotion Centre employs first and foremost logistics specialists having skills and competencies in the thematic fields of transport & logistics, multimodality, business management, river engineering and infrastructure development.

Additional staff criteria: Language skills (national language, English and other Danube languages) as well as presentation and communication skills are required to work within the DLPC.

To ensure the development of their staff viadonau regularly organizes and invests in trainings. The content aims to improve the technical, logistical, management, social and administrative skills.

Measure 3: Financial capacities (costs, funding etc.)

viadonau is 100% owned by the Federal Ministry for Transport, Innovation and Technology (bmvit). viadonau's budget comprises of about 75% financial allowances of the federal government, about 10% funding by the European Commission, and about 15% revenues from property management (source: viadonau Lagebericht 2016). BMVIT established viadonau as a limited company on 1st January 2005 with the aim of integrating the responsibility for all the core competences of waterway management and supervision of locks into one legal entity. viadonau carries out its task in accordance with the Federal Waterways Act (BGBl. I no. 177/2004) and represented by the Federal Ministry for transport, Innovation and technology (bmvit).

OP2 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

Measure 1: Public services on Danube logistics promotion

viadonau provides the following services to cargo owners and logistics service providers:

- key account support (companies using the Danube as transport axis)
- advice on available logistics services and funding schemes (requests from the business and logistics sector)
- generates sector-specific analyses & market observation regarding Danube logistics services
- provides working initiatives and B-2-B platforms in the field of Danube Logistics
- and is offering information services on Danube Logistics (online directories of logistics providers).

viadonau intends to focus on the provision of adequate information related to fairway conditions (particularly fairway depths) and the actual traffic situation (ice blockages, lock repairs, etc) along the entire Danube. Together with other DLPCs this data should be provided to shipping companies in the most efficient and service-oriented way. In addition new markets for IWT should be explored and B2B events jointly organised.

Measure 2: Stakeholder Management

The main partners related to these services mentioned above are cargo owners, port and terminal operators who offer cargo loading and unloading services for ships and other logistics services, shipping companies and shipbrokers and forwarding companies. The Project Database of viadonau shows the frequency of exchanges or cooperation with transnational business/ partner. To further promote inland waterway transportation viadonau carries out regular and targeted market analysis to identify the potential of specific groups of goods for IWT. Furthermore, viadonau also provides best practice examples, regarding the use of Danube logistics services to motivate other companies.

Measure 3: Transnational collaboration among DLPC

To make sure that the online-based exchange between DLPCs works efficiently the relevant organizations, which provide information and contribute to the promotion of Danube logistics services must be included. In future, it is important that all website-links to other DLPCs are available and that country-specific information is provided in the respective language and in English. Existing platforms should be maintained and promoted on transnational level to ensure an efficient use of public funding (e.g. Danube Logistics Platform www.danube-logistics.info including The Blue Pages and Danube Ports. It would be desirable for the future that all information about planned events and workshops be communicated across countries.

To make sure that the offline-based exchange works, joint workshops/events should be organised regularly between all DLPC representatives. Promotion events and technical workshops should be in a good balance to ensure that the visibility and the knowledge basis are developed further at the same time.

OP3 [How?]: Implementation strategies

Measure 1: Political visibility and integration of the DLPC

The most relevant **national ministry** for the DLPC at viadonau is the **Federal Ministry for Transport, Innovation and Technology** (BMVIT). BMVIT and viadonau are closely working together in order to develop the Danube into a competitive transport axis.

The following national policies are most important for the DLPC at viadonau:

- **Master traffic plan for Austria** - Shaping and changing mobility and traffic. That is the claim of the Federal Ministry of Transport, Innovation and Technology (bmvit). Therefore, the bmvit developed the overall traffic plan for Austria, which formulates the objectives and guidelines of Austrian transport policy until 2025. The overall traffic plan for Austria offers clear objectives, measures and implementation strategies including also Danube

transport.

- **Responsibilities and Organisation of the Federal Administration of Waterways- Waterway Act**
- **Action Programme for the Danube of the Austrian Federal Ministry for Transport, Innovation and Technology until 2022** - Launched in 2006, the National Action Plan for Navigation on the Danube represented an active inland navigation policy in Austria. The government programme of December 2013 called for a renewal of the instrument to be introduced for the implementation of a strengthened waterway and an upgraded flood protection system. The Action Programme for the Danube will run until 2022 and for the first time combines the objectives of shipping, ecology and flood protection, thus reflecting the multifunctional character and requirements of the Danube. Priority 11 of the Action Programme for the Danube until 2022, named “To further develop transports on the Danube”, aims at increasing the competitiveness of Danube transport in logistics networks.

Measure 2: Implementation steps

viadonau already serves as DLPC in Austria. No further steps required.

Measure 3: Elimination of (trans-)national barriers of DLPC

“Currentness and correctness of public services” - The gaps determined in this field are missing updates on the Danube Waterway Map (2014) and Manual on Danube Navigation (2013). To overcome this gap a research will be conducted and updates will be generated, with the completion scheduled for February 2019 latest.

“Transnational exchange of services among DLPC”- Lack of cooperation partners in other Danube countries causes difficulties in the work of viadonau (language barriers, availability of information and data, etc.) and hinders transnational exchange of services. To overcome this gap the cooperation must be strengthened and all available information must be provided in English.

“Accessibility to public services” - Not all online services are provided in a barrier-free version and optimised for mobile devices. To overcome this gap all online services need to be updated step by step.

4.2.3 Slovakia

4.2.3.1 Strategic objectives

S01 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

In Slovakia, in the future Ministry of Transport and Construction of Slovak republic section of water transport, would like to serve the DLPC as a contact point that will offer customer services and provide potential customers with a wealth of useful, easily accessible, expert and free information which are useful in the field of IWT and logistics. The motivation of MoT to act as a DLPC in the future is to support IWT and logistics in the Slovak republic and make IWT and logistics more attractive for stakeholders who focus their business on transport services. Than support employment in the field of water transport and increase the attractiveness of this profession, and promote the fact, that the water transport is the most environmentally friendly mode of transport.

The DLPC should support potential users of IWT in the following ways:

- Website, acting as a single point of contact,
- Organizing public events, workshops and trainings,
- Developing research projects that will be disseminated among intermediary companies,

Currently the Slovak DLPC for potential customers is available at

<https://www.mindop.sk/ministry-5191/transport/waterway-transport-section/danube-logistic-information>.

S02 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

Our strategy is to provide relevant and free information about the logistics process in Slovakia. This information will be gathered via B2B meetings, organizing workshops, events or scientific conferences, and also via website. This information is intended for all potential users of Danube logistics who are interested in logistic solutions and good business relations in inland navigation. A positive way of organizing events on national or transnational level is exchange of knowledge and skills at the field of water transport. The main stakeholders in Slovakia in the DLPC area, will be port operators in Bratislava, Komárno and Štúrovo, users of the ports, transport and logistics companies.

Most needed information for stakeholders is:

- Fairway information; (water level, information about Gabčíkovo Locks, mooring places along the Slovak s of the Danube river)
- Contact information to ports;
- Ports infrastructure, Ports usage rates and possibility of goods transshipment in Slovak ports
- Navigation conditions;
- Information on interoperability among transport modes (rail, road and IWT);
- Current weather information.

S03 [How?]: Implementation strategies

The compliance and harmonisation to European and other transnational policies are very important for Slovakia. Furthermore it is crucial to provide customer oriented and efficient services for the stakeholders to support them in their decisions. Section of water transport is organization of the Ministry of Transport and Construction of the Slovak Republic (MDV SR). Also SWT vision to the future is to closely cooperate with University of Žilina in the field of science and research and education. In 2008 University of Žilina tried to fill the gap in Secondary education in water transport by accreditation of the educational activity called "Training of candidates for occupying functional positions in the crew of inland waterway vessels". This project was accredited by the Ministry of Education of the Slovak Republic within 110 hours, but no candidate was admitted to the project so the project was canceled by the University of Žilina. Disinterest from applicants was from the source of the education in water transport, because in terms of Slovak republic does not require any minimum passing because the legislation does not require it. Nowadays University of Žilina has a new vision for the accreditation of a bachelor's study, which will work in the sphere of dual learning. Applicants will take the theoretical knowledge at university, which they will combine with the practise (on the port, on the ship). However stakeholders think that most appropriate education type would be the renewal of the study programme water transport in Secondary school of Transport in Bratislava. Another option in the field of education of boatmen should be substitution of the public sector by the private sector (Maritime school in Bratislava) Another possibility of education in the field of water transport and logistics in the extreme case should be International co-op with a Czech Secondary Industrial Mechanical and Transport school in Děčín which offers the study programme "Operation and Economy of Transport".

A major obstacle to the development of water transport in Slovakia is its low popularity, even though it's a more environmentally friendly mode of transport than road transport. To overcome this obstacle, it would be advisable to organize conferences or meetings where water transport will be presented for the general public, non-interested parties or for the business sector as an environmentally friendly mode of transport.

4.2.3.2 Operational plan

OP1 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

Measure 1: Set-up Danube Logistics Promotion Centres

Section of Water transport is organization of the Ministry of Transport and Construction of the Slovak Republic. Our vision is, that the DLPC should be located at (Lamacska cesta 8, 811 04 Bratislava)

And DLPC will :

- Be a connecting point between public and private companies in the field of IWT,
- Collect statistical data about the fairway conditions,
- Provide potential clients with useful information on IWT and logistics,
- Promote IWT as environmentally friendly mode of transport,

- Organize the scientific conferences and workshops,
- Cooperate with other interested countries which have DLPC and exchange know-how between them.

In the area of IWT in Slovakia there are no existing promotion centres like would be DLPC, but for a mention is the Intermodal Promoting Centre of the Ministry of Transport and Construction of the Slovak Republic this centre gives information about promotion of combined transport in Slovakia. <http://www.intermodal.sk/index/index.php?lang=en>

Measure 2: Technical capacities (staff/H.R., qualifications, trainings etc.)

In DLPC should work (1-2 peoples, existing employees of Section of water transport) who will be qualified in the field of logistics and transport and also in the field of water transport. Why existing employees ? We think that recruiting more staff would not be efficient and cost-effective

DLPC employee requirements:

- Fluent in English language (German and Russian language is a plus)
- Have administrative, communication and presentation skills,
- Have completed full Secondary or University education best in the field of economy, logistics and transport or in the field of water transport,
- Have former experiences in the field of water transport,
- Be able to work in team, manage stressful situations

Measure 3: Financial capacities (costs, funding etc.)

The Slovak DLPC should be financed from the state budget and EU funds. Another idea of financing could be the establishment of the DLPC as a union where will figure the regular and associate members. The last financial idea should be that the DLPC will operate on a partnership basis with another institutions which deals with IWT on the Danube river, or with logistics (Association of Logistics and Freight Forwarding of the Slovak Republic or public ports a.s., intermodal promotion centre).

OP2 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

Measure 1: Public services on Danube logistics promotion

DLPC will provide potential clients with the following services:

- Collecting and analysing information about fairway conditions, (eg. water level information, information about Gabčíkovo Locks, information where are set mooring places along the Slovak part of the Danube river, information about bridges, information about restrictions of vessels and convoy dimensions, notices to skippers)

- Port infrastructure information on the territory of the Slovak republic, (eg. Ports usage rates and possibility of goods transshipment in Slovak ports)
- Interoperability information between rail and road transport, (in cooperation with Intermodal Promotion Centre)
- Weather information,
- Organization of workshops focusing on the development of waterborne transport,
- Information about transport and logistic companies. (Association of Logistics and Freight Forwarding of the Slovak Republic)
- Information on Legislative Conditions
- Information on current navigation and traffic constraints on waterways, railways or roads in Slovakia

DLPC will focus on providing the above information, because it's the most prominent circle of information that logistics companies and cargo ship owners want to have available through the whole year.

Measure 2: Stakeholder Management

In order to ensure a functioning online exchange between the DLPCs, must be included relevant organizations which provide important information, thus contributing to the support of the Danube logistics services. All websites which includes this information must be translated into English language. Existing platforms should be maintained and promoted at the transnational level. A good example is the transnational website www.danube-logistics.info, which provides useful information about Danube logistics. Another possibility of exchanging information among the interested members will be e-mail and telephone communication.

In offline exchange of information and knowledge should be organized workshops, transnational meetings where stakeholders exchange their know-how in the field of Danube logistics.

Measure 3: Transnational collaboration among DLPC

In order to ensure a functioning **online** exchange between the DLPC's, relevant organizations which provide important information must be included, thus contributing to the support of the Danube logistics services. All websites which include this information will be translated into English language. Existing platforms should be maintained and promoted at the transnational level. A good example is the transnational website www.danube-logistics.info, which provides useful information about Danube logistics. Another possibility of exchanging information among the interested members will be e-mail and telephone communication.

Within **offline** exchange of information and knowledge there should be workshops and transnational meetings organized where stakeholders exchange their know-how in the field of Danube logistics.

OP3 [How?]: Implementation strategies

Measure 1: Political visibility and integration of the DLPC

The Ministry of Transport and Construction of the Slovak Republic and the Ministry of Finance of the Slovak Republic should be the most important Ministry in the provision of the DLPC. The most important strategic documents are:

- **Transport Development Strategy of the SR up to 2020** - Transport Development Strategy of the SR up to 2020 is the basic strategic document for the mid-term character of the transport infrastructure development till 2020. This document represents the output of the first phase of the creation of a comprehensive transport strategy of the Slovak Republic. The document builds on and elaborates in detail the strategies and principles for transport development so far. Individual transport development concepts, the timetable for the preparation and construction of the infrastructure, that the Ministry of Transport and Construction of the Slovak Republic and the infrastructure managers are usually preparing for the next 3 years, will respect the content identified in this document.
- **Strategic Transport Development Plan of SR up to 2030 – Phase II** - Strategic Transport Development Plan of SR up to 2030 is a strategic document of a long-term nature, which aims to set the effective direction of transport sector development and describes the process of vision development and realization. It identifies the key bottlenecks in the transport infrastructure and in public passenger and non-motorized transport as well as in traffic, maintenance and transport organizations
- **National position in the EU Strategy for the Danube Region**
- **Concept for the Reform of Tax and Customs Administration Reform, with a View to Unifying the Collection of Taxes, Customs Duties and Insurance Contributions** - is characterised by implementing a comprehensive and fundamental change for the organisations involved. This change is defined by the strategic objectives of the Reform and developed in the draft under submission “Concept for a Reform of Tax and Customs Administration with a View to Unifying the Collection of Taxes, Customs Duties and Insurance Contributions”

Measure 2: Implementation steps

Step 1 – Get the available amount of funds or sponsorship, from public or private sources,

Step 2 – Creating a trained team consisting from specialist on transport and infrastructure development,

Step 3 – Develop a strategic plan for the functioning of the DLPC,

Step 4 – Create and launch a website where all relevant information about Danube Transport and Danube Logistics will be gathered under the work name “Danube Logistics Promotion Centre

Step 5 – Maintain close cooperation and exchange of know-how and information with the other DLPCs in the Danube Area.

Measure 3: Elimination of (trans-)national barriers of DLPC

Actuality and correctness of the public services – Navigation information on the Danube is fragmented and available on multiple websites. Therefore, it would be appropriate to overcome this gap, so that information on Danube navigation is regularly uploaded and updated on one website in the English language for easier available for potential clients.

Availability of public services – information on public services related to Danube navigation is also fragmented and available on multiple websites. Therefore in order to overcome this gap, it would be advisable for this information to be collected on one web page in English language for easier available for potential clients.

Qualified DLPC staff – DLPC must have a skilled employees in the transport and logistics industry, so it would be appropriate cooperation with other countries where DLPC already working and share know-how among themselves.

4.2.4 Hungary

4.2.4.1 Strategic objectives

S01 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

- Please describe here your vision and long-term objectives for becoming a DLPC? What were/are your motivations?
- Why can particularly you support potential users of inland navigation to foster Danube transport?

In Hungary RSOE (National Association of Radio Distress-Signalling and Infocommunications), as a RIS Provider and a strategic cooperation partner of the ministry responsible for transport in many projects and topics undertook the role of DLPC.

The Association is committed to support increasing competitiveness of inland waterway transport (IWT).

It is a long-term objective for RSOE to cooperate with public and private stakeholders in order to strengthen IWT in multimodal transport chains.

RSOE has been operating the NAVINFO Dispatcher Centre since 1996 and therefore has a direct contact with IWT actors. In addition the Dispatcher Centre also serves as the RIS centre for Hungary and also provides information to stakeholders on a daily basis. Beside this contact the Association has been supporting the government in various European Union project since 2004.

S02 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

- Which strategies do you have to bring together both the public & private sector stakeholders?
- Do you offer the right services as DLPC to your stakeholders? (see also Act 4.1 demand report)
- Which services are needed most by them?

Organisation of workshops and events is the most efficient way to achieve synergies and to facilitate B2B processes. Emails or newsletters in special topics also will be possible.

The services were selected based on Act.4.1 analysis. The most effective way of communication seems to be - providing information via online website and organisation of events.

S03 [How?]: Implementation strategies

- Please describe here your intended political visibility and integration on policy level?
- Please describe here your necessary strategies for the implementation of your DLPC?
- Please describe here your current obstacles as well as appropriate strategies to overcome these?

The compliance and harmonisation to European and other transnational policies are very important for Hungary. Furthermore it is crucial to provide customer oriented and efficient services for the stakeholders to support them in their decisions.

Until now modal share promotion topic has not been included in the Hungarian policies therefore it is vital to support policy making in this field.

As there's no existing practice in modal share promotion and no national budget for this purpose, it won't be not easy to launch Hungarian DLPC. Raising awareness is also crucial because IWT is not relevant in logistics education and training and neither in logistics processes unfortunately.

4.2.4.2 Operational plan

OP1 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

Measure 1: Set-up Danube Logistics Promotion Centres

- Please describe here your DLPC and its backgrounds and specific competencies? Provide also information about the location and premises of your DLPC etc.?
- Are there already other promotion centres in your countries? If yes, how will you collaborate with these?

The Hungarian DLPC will be launched in RSOE premises and by using RSOE staff resources. Trainings will be needed because the present staff does not have logistics background.

There is no similar promotion centre but there are existing experiences with DUNAPROMO promotion campaign (funded by NELI, HINT and Green Danube project) dealing with ways of approaching schools and other institutions (e.g. Museum of Transport). These experiences will be utilised in raising awareness. Coordination with Green Danube project campaign will be realised.

Measure 2: Technical capacities (staff/H.R., qualifications, trainings etc.)

- Please describe here how many persons/ experts you need? Either already existing staff, new staff or external support?
- Which kind of pre-qualifications do you request? Which training (which topics?) do you need for e.g. existing staff?

Existing staff of 2-3 person from RSOE will deal with DLPC. Logistics training(s) will be needed including special knowledge on Danube logistics.

Measure 3: Financial capacities (costs, funding etc.)

- Please describe here whether you run your DLPC based on private (e.g. incl. sponsoring) and/or public (e.g. national funds, EU funds) resources?

Basically it will be launched with financing of the Danube SKILLS project and future operation has to be investigated.

RSOE, as a non-profit association does not have adequate own financing resources and the responsible public authority has not reserved any budget yet for multimodal promotion activities.

This issue needs more clarification.

OP2 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

Measure 1: Public services on Danube logistics promotion

- Please describe here your offered public services to cargo owners and logistics service providers in your regions (see also D.4.1.3 and Act. 4 minimum/best service sets)?
- Onto which information services do you want to focus and specialise?

RSOE will provide the following information on:

- Information on the Danube fairway;
- Danube ports;

- Shipping and forwarding companies;
- Information on national/international funding;
- Information on promising markets for Danube logistics;
- Promotion of Danube logistics;
- Nautical and vessel design.

In Hungary we will focus on fairway related information and promotion of Danube logistics.

Measure 2: Stakeholder Management

- Please describe here your partner network and how you work with these today and in the future. Onto which sectors (e.g. IWT-operators, ports, logistics, industry, IT, research, education, administrations) more focus/priority shall be given in the future?
- Please describe here your promotions plans to reach best both public administrations and transport operators in your country?

RSOE will use the existing stakeholder network and the direct contact to IWT actors operating the NAVINFO Budapest Dispatcher Centre and providing RIS services.

Beside emailing and telephone we plan to organise forums and events to bring together stakeholders and raise awareness on IWT and its role in logistics. Events can be combined with project meetings or forums.

Measure 3: Transnational collaboration among DLPC

- Please describe here which online-based exchange measures between your DLPC and others shall be implemented in the future, such as exchange of website-links, information about national events, Danube Logistics Portal, INeS Danube etc.?
- Please describe here which offline-based exchange measures between your DLPC and others shall be implemented in the future, such as joint workshops/ events, joint trainings, joint publications, etc.?

Exchange of website links and promoting other national services will be realised and exchange of events and other information shall be also done.

OP3 [How?]: Implementation strategies

Measure 1: Political visibility and integration of the DLPC

- Please describe first which national ministry or ministries are relevant for your DLPC?
- Second, describe which national policies are most important for your DLPC? (Please list your top-3 or top-5 policies you have.)

The ministry responsible for transport is presently Ministry for Innovation and Technology.

National policies relevant for DLPC:

- Act 42/2000 about water transport;
- 45/2011. (VIII.25.) NFM decree on professional and operational rules of river information services;
- 57/2011. (XI. 22.) NFM decree on the rules of waterway transport;
- National Intelligent Transport Systems Development Strategy Hungary.

Measure 2: Implementation steps

- Please describe your required steps for the implementation of your DLPC?
- Step-1: (...)
- Step-n: (...)

2018: Preparation of DLPC in Danube SKILLS project

2019: Launching of DLPC pilot operation in Danube SKILLS project

2020: Finalising DLPC operation with ministry responsible for transport

Measure 3: Elimination of (trans-)national barriers of DLPC

- Please check Act. 5.1-deliverable (gap analysis) and describe how you would overcome your identified gaps and problems for your region and country?

One-stop shop on modal share competencies is presently not available in Hungary. The information on Danube navigation integration into transport logistics chains are available on different websites but are not centralized on a single public portal/platform. There are general logistics supporting services provided by the chambers of commerce and logistics associations but they are not considering Danube navigation.

RSOE in cooperation with Ministry of National Development and OVF provides Danube navigation related information in the national RIS website (www.pannonris.hu).

OVF is responsible for providing hydrometeo information (including fairway information like water level or bottleneck) and to provide inland navigation charts.

Ministry of National Development issuing the Notice to skippers and other shipping authority information.

Durability of one-stop shops in Danube region is ensured through relevant organizations which provide information and contribute to promotion of Danube logistics and by involving them in relevant international associations.

In order to increase competitiveness of inland navigation in logistics, trained professionals shall provide supporting services via the one-stop shops. The conditions for maintenance of these services are not available at this moment in Hungary.

Viability of one-stop shops in Danube region is ensured through the relevant organizations which provide information and contribute to promotion of Danube logistics and through their involvement in relevant international events.

Specific the lack of financial sources for financing the maintenance of one-stop-shop in Danube regions. Inland navigation and intermodal transport are not yet priorities of the national transport policy in Hungary. Despite many IWT and port development projects which are ongoing, the level of awareness and support of IWT and multimodal transport is quite low.

Infrastructure problems of IWT are pending since a long time ago and there have been still not enough efforts on political level to change the situation. This has a strong effect on the IWT sector and it is a major obstacle for increasing the share of IWT compared to other modes of transport. The multimodal approach to transport still has to be strengthened on political level.

4.2.5 Croatia

4.2.5.1 Strategic objectives

S01 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

- Please describe here your vision and long-term objectives for becoming a DLPC? What were/are your motivations?
- Why can particularly you support potential users of inland navigation to foster Danube transport?

CRUP has long-standing practical experience in the field of inland navigation in Croatia and cooperation with relevant stakeholders including in logistics and private sector. Vision of CRUP is in line with objectives of DLPC – sustainable development and promotion of IWT as part of logistic and transport chains. CRUP's long term objective is to serve as a well-acknowledged partner for cargo owners and industry actors as well as logistics service providers. CRUP will provide DLPC services as one-stop-shop for all Croatian interest groups on how to use IWT in multimodal transport chains as well as provide non-commercial assistance to carriers not yet using IWT transport. With good existing connections among IWT and logistics stakeholders in Croatia CRUP will be in position to actively develop and promote Danube transport.

S02 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

- Which strategies do you have to bring together both the public & private sector stakeholders?
- Do you offer the right services as DLPC to your stakeholders? (see also Act 4.1 demand report)
- Which services are needed most by them?

Croatian strategy is to use existing well established events and conferences (e.g. ZIRP) in Croatia (and other EU countries if relevant for Croatia) as meeting points of relevant stakeholders in transport and logistics. These events will also be used for promotion of DLPC's. CRUP communicates well with most Croatian stakeholders in national inland navigation sector (of which many are CRUP's co-owners). CRUP will promote DLPC's services through regular newsletters delivered to Croatian Ministry of Transport and other national stakeholders as well within other project workshops after end of Danube Skills project.

Since there was no DLPC in Croatia prior to Danube Skills project, services offered through national DLPC are in line with demands defined in demand report. The services needed most by stakeholders include: funding opportunities, navigability info and contact information of companies providing services.

Croatian DLPC will provide up-to-date information about fairway conditions through Danube FIS portal link and publishing of Notices to Skippers reports from relevant authorities (Vukovar and Osijek Captaincy). Also, CRUP provides an overview of river water levels for Danube through connection to public services of Croatian Waters and Croatian Meteorological and Hydrological Service.

S03 [How?]: Implementation strategies

- Please describe here your intended political visibility and integration on policy level?
- Please describe here your necessary strategies for the implementation of your DLPC?
- Please describe here your current obstacles as well as appropriate strategies to overcome these?

CRUP is a majority publicly owned company founded by the initiative of Croatian Ministry of Transport. CRUP's owners are public institutions responsible for development and managing of river ports in Croatia (port authorities), port operators and river shipping companies. Such ownership structure results in transparent and comprehensive dialog with Croatian Ministry of Transport as decision maker in all policy issues relevant for inland navigation. Mission of CRUP is development of IWT in Croatia and it is consistent with MoT policy in IWT sector in Croatia. CRUP's approach in implementation of DLPC is using existing resources and upgrading them as necessary to meet the needs of DLPC. Our experts will provide answers to all questions received from users and/or direct them to source of more detailed information when necessary. Main work which has to be done is promotion and raising awareness of DLPC existence for potential users.

Current obstacles are fragmentation of services/information and lack of one-stop-shop information hubs which is exactly the problem to be resolved by implementing DLPC in Croatia. From the start, CRUP has established close relationships with key players in transport and IWT sector in Croatia, especially with the Croatian Ministry of the Sea, Transport and Infrastructure, the Agency for Inland Waterways and the Sava Commission.

4.2.5.2 Operational plan

OP1 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

Measure 1: Set-up Danube Logistics Promotion Centres

- Please describe here your DLPC and its backgrounds and specific competencies? Provide also information about the location and premises of your DLPC etc.?
- Are there already other promotion centres in your countries? If yes, how will you collaborate with these?

Inland Navigation Development Centre Ltd (CRUP) is a non-profit company, majority owned by public institutions. DLPC will be located in headquarters of CRUP in Zagreb (Nova cesta 180, 10000 Zagreb).

CRUP's background stretches from foundation in 2003 with the main objectives of: development and modernization of transport and logistics in line with EU transport policy through state-of-the-art technologies, integration of inland navigation into modern international transport routes, revitalization of Croatian rivers (Danube, Sava and Drava), development of Croatian river ports (Vukovar, Osijek, Sisak, Slavonski Brod), the promotion of ecological and sustainable modes of transport as well as the integration of Croatian inland navigation into the European Inland Waterway Transport Network in line with the recommendations of the European Union and the fundamental determinants of European transport policy. All these objectives are being realised by means of project management, software production, support to stakeholders with various technical issues, drafting texts for law and by-law proposals, public relations and marketing, consulting services in all segments of business operations, research and development as well as transport, economic and legal studies.

The only other promotion center besides CRUP's DLPC and relevant for described scope is Intermodal Transport Cluster (KIP). CRUP is one of the founders of KIP and has a comprehensive

mutual communication in terms of vision and development of transport sector in Croatia.
Description of KIP:

Intermodal Transport Cluster was founded in 2005 as a Croatian Shortsea Promotion Centre with a goal of promoting and developing of shortsea shipping in the Republic of Croatia. Intermodal Transport Cluster as a non-profit organisation was founded after signing a Cooperation Agreement between Croatian Shortsea Promotion Centre and Pro-Rail Alliance, Association of Ship Brokers and Agents of Croatia, Inland Navigation Development Centre Ltd and Association of Croatian Road Hauliers. Cluster is founded on the initiative of the Croatian Ministry of Maritime Affairs, Transport and Infrastructure and its members are all maritime port authorities, operators, Croatian railways, bigger agents and transporters as well as other transport stakeholders.

Also comprehensive collaboration and exchange of know-how is established with Pro Rail Alliance – an association of members from railway sector in Croatia. Description of Pro-Rail Alliance:

Pro rail Alliance is a non-profit association of all stakeholders gathered for the benefit of rail transport in Croatia. Founded in 2008, with headquarters in Zagreb, this non-governmental organization is founded by the members of trade unions and companies in the railway sector combined. Currently, Pro rail Alliance counts more than 30 members, companies, or various associations.

Measure 2: Technical capacities (staff/H.R., qualifications, trainings etc.)

- Please describe here how many persons/ experts you need? Either already existing staff, new staff or external support?
- Which kind of pre-qualifications do you request? Which training (which topics?) do you need for e.g. existing staff?

A team of three experts will provide DLPC services within CRUP plus additional support from two external experts. Internal experts cover these areas: technical aspects of IWT and multimodality, port infrastructure and operation, IWT legal framework, RIS, ICT, public procurement procedures and funding opportunities. External experts provide support in the area of railway and road logistics.

Pre-qualifications requested for staff: relevant technical education, at least 3 years of experience in the thematic fields covered by expert, language skills in English.

Additional training/education is desirable in new technologies used in transport, river engineering.

Measure 3: Financial capacities (costs, funding etc.)

- Please describe here whether you run your DLPC based on private (e.g. incl. sponsoring) and/or public (e.g. national funds, EU funds) resources?

CRUP is a private non-profit company founded by Croatian inland port authorities, port operators and shippers, with the aim to promote, motivate and enhance the development of inland waterway transport in Croatia. CRUP is a *self-financing* company, and DLPC will be run based on private resources. Funding is secured through business activities such as: providing consulting services, studies, organizing seminars etc.

OP2 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

Measure 1: Public services on Danube logistics promotion

- Please describe here your offered public services to cargo owners and logistics service providers in your regions (see also D.4.1.3 and Act. 4 minimum/best service sets)?
- Onto which information services do you want to focus and specialise?

CRUP will offer service set within DLPC web platform using national information internally available or gathered “on request” but also connecting to international information publicly available in other partners DLPC’s. Where applicable, local information will be emphasized. Set of services include:

- Information on the Danube fairway;
- Danube ports;
- Shipping and forwarding companies;
- Information on national/international funding;
- Information on promising markets for Danube logistics;
- Promotion of Danube logistics;
- Nautical and vessel design.

Croatian DLPC will provide up-to-date information about fairway conditions through Danube FIS portal link and publishing of Notices to Skippers reports from relevant authorities (Vukovar and Osijek Captaincy). Also, CRUP provides an overview of river water levels for Danube through connection to public services of Croatian Waters and Croatian Meteorological and Hydrological Service.

Measure 2: Stakeholder Management

- Please describe here your partner network and how you work with these today and in the future. Onto which sectors (e.g. IWT-operators, ports, logistics, industry, IT, research, education, administrations) more focus/priority shall be given in the future?
- Please describe here your promotions plans to reach best both public administrations and transport operators in your country?

In Croatia, CRUP regularly communicates and cooperates with inland port authorities, IW captaincies, inland port operators, river shipping companies and agents, experts from university and other transport sectors. In the future focus will shift to logistics operators as users of DLPC with aim to increase awareness of DLPC services.

Since Croatia is a small market, CRUP regularly communicates with most stakeholders which are notified about news in projects through social media, newsletters; invited to seminars organised by CRUP, workshops etc. CRUP plans to continue working on networking and promotional activities with reaching out to broader audience including logistics operators, SME’s, IT companies etc. and include them in future newsletters, workshops, conferences etc. held by CRUP.

Measure 3: Transnational collaboration among DLPC

- Please describe here which online-based exchange measures between your DLPC and others shall be implemented in the future, such as exchange of website-links, information about national events, Danube Logistics Portal, INeS Danube etc.?
- Please describe here which offline-based exchange measures between your DLPC and others shall be implemented in the future, such as joint workshops/ events, joint trainings, joint publications, etc.?

To make sure that the online-based exchange between DLPCs works efficiently the relevant organizations, which provide information and contribute to the promotion of Danube logistics services must be included. In future, it is important that all website-links and platforms to other DLPCs are available as well as in the respective language (at least in English). It would be desirable for the future that all information about planned events and workshops be communicated across countries.

To make sure that the offline-based exchange works, joint workshops/events should be organised regularly between all DLPC representatives.

OP3 [How?]: Implementation strategies

Measure 1: Political visibility and integration of the DLPC

- Please describe first which national ministry or ministries are relevant for your DLPC?
- Second, describe which national policies are most important for your DLPC? (Please list your top-3 or top-5 policies you have.)

Relevant ministry for Croatian DLPC is Ministry of the Sea, Transport and Infrastructure (MoT).

Most important national policies regarding transport and inland navigation:

- **Transport development strategy of the Republic of Croatia 2017-2030.**
The strategic planning of the Transport Sector is to be the basis of the transport sector development, defined as a tool at the service of major economic and social policy objectives. As a result, the strategic planning will consider transport to be the essential support providing Croatian inhabitants with quality services for their mobility needs and at the same time to be an effective instrument to promote economic development and social and territorial cohesion, so guaranteeing the best use in society's service. The Strategy sets out the basic guidelines for the development of the transport sector within the Republic of Croatia over a medium and long-term horizon, aiming to define an overall and coherent framework to ensure the linkage of infrastructure and transport policy and enabling decision making. The Transport Development Strategy has taken into account the concern for sustainable development and by great sensitivity to environmental concerns and criteria.
- **Operational Programme Competitiveness and Cohesion 2014-2020 (OPCC)**
The main aims of the programme are to boost economic competitiveness, support alignment with the EU environmental acquis, invest in transport infrastructure (TEN-T) and network infrastructure. More than 3.5 billion euros will be invested in environmental protection, adaptation to climate change and transport infrastructure.
- **Law on navigation and ports for inland waters**
This Law provides all basic standards and provisions aimed to govern the navigation in internal waters of the Republic of Croatia; all safety procedures and provisions necessary for a safe and sustainable navigation in inland waters; the official legal status; the plan and responsibilities for the management of waterways and inland waters; for legal relations and procedures in respect of vessels, vessel registration procedures, transportation, navigational accidents, infrastructure and operation.

Measure 2: Implementation steps

- Please describe your required steps for the implementation of your DLPC?
- Step-1: (...)
- Step-n: (...)

DLPC in Croatia will be integrated with CRUP's services as sort of a hub (web portal) with comprehensive relevant information and connections to direct providers of requested services. With extensive experience in user support systems, it is planned to have automated system of alerting about received requests for information (via email or web site). Questions received via telephone will be answered directly by CRUP employees with option of redirecting to relevant stakeholder/institution for detailed information.

Steps necessary for DLPC operation are:

1. Full implementation of DLPC web portal (filling it with data and connecting with information from other DLPC's);
2. Setting up automated support procedure for users of DLPC (automatic alert when question arrives via email or web site);
3. Internal training of staff for operating procedures of DLPC;
4. Updating internal database of information resources for DLPC needs.

Measure 3: Elimination of (trans-)national barriers of DLPC

- Please check Act. 5.1-deliverable (gap analysis) and describe how you would overcome your identified gaps and problems for your region and country?

“Availability of One-stop-shops in Danube regions” – Through better cooperation with national Ministry of Transport matter of one- stop- shops should be regulated.

“Viability (incl. financial resources) of “one-stop-shops in Danube regions” – Viability of DLPC will be ensured through regular maintenance of DLPC site by CRUP staff. Financial viability will be secured through regular business activities.

“Actuality and correctness of public services” – This gap will be resolved with new DLPC section on CRUP official web site which will be updated step by step.

“Qualified and skilled staff of One-stop-shops” – In addition to already existing team of experts there has to be better connection with other partners and transfer of know-how and the skills that have already been adopted in other Danube countries.

“Accessibility to public services” – all of information available on various web site now will be set up on new DLPC site.

“Communication channels to stake-holders” - all national stakeholders will be informed about new DLPC via email so it will be easily to get right information on one site.

4.2.6 Serbia

4.2.6.1 Strategic objectives

S01 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

- Please describe here your vision and long-term objectives for becoming a DLPC? What were/are your motivations?
- Why can particularly you support potential users of inland navigation to foster Danube transport?

Port Governance Agency (PGA) is a state administrative body and the authority for all ports and harbours in the Republic of Serbia. The goal of **PGA** is, primarily, to create conditions for successful and strong ports, and also to maintain well organized system in this area. Since jurisdictions of **PGA** are strictly defined, through the first five years, a great cooperation with all of the relevant institutions, public and private sector is established, in order to jointly work on the improvement of IWT sector in the Republic of Serbia.

PGA is developing an online portal, **ILIS**, which will represent the Best service set. All the information on ports, harbours, transshipment locations, types of goods which can be transhipped and contacts will be included in the **ILIS**, and in that way they will become easy to reach for all interested parties.

S02 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

- Which strategies do you have to bring together both the public & private sector stakeholders?
- Do you offer the right services as DLPC to your stakeholders? (see also Act 4.1 demand report)
- Which services are needed most by them?

PGA every year organizes **regular annual consultations** with the Group for inland shipping and Group for ports and harbors. Regular consultations gather both public and private sector, since all of the relevant public institutions, directorates, as well as port operators, shipping agents and international organizations are invited to the meetings. Consultations have evolved from work meetings and legal obligation into a serious forum, where the opinions of all participants are heard and taken into consideration.

In accordance with the jurisdictions, defined by the Government, **PGA** offers the information about ports and harbors and also the list of the licensed port operators. Through the various presentations and Annual Bulletin **PGA** promotes the Danube navigation. Presentations and bulletin can be found on the **PGA** official website.

According to the previous experience, stakeholders are most interested in information on ports and passenger terminals.

S03 [How?]: Implementation strategies

- Please describe here your intended political visibility and integration on policy level?
- Please describe here your necessary strategies for the implementation of your DLPC?
- Please describe here your current obstacles as well as appropriate strategies to overcome these?

PGA is a state administrative body, and cooperates very closely with the government, relevant ministries and relevant public institutions, following strict jurisdictions prescribed by the Law on Navigation and Ports in Inland Waterways.

Development of the online port database- **ILIS** will represent the main best service set and source of information on ports, port operators, passenger terminals, reloading locations etc. Currently the development of the **ILIS** is in its test phase. In parallel **PGA** also intends to adjust the content of the official website, making the information more visible and obtained in one section.

4.2.6.2 Operational plan

OP1 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

Measure 1: Set-up Danube Logistics Promotion Centres

- Please describe here your DLPC and its backgrounds and specific competencies? Provide also information about the location and premises of your DLPC etc.?
- Are there already other promotion centres in your countries? If yes, how will you collaborate with these?

Port Governance Agency (**PGA**) is an agency established by the Government of the Republic of Serbia in 2013, and it is a Government regulatory body. **PGA** has three important roles: regulatory, professional and the most important- development role.

Aim of **PGA** is to establish a regulated system, i.e. network of ports and harbours, which enables free and efficient movement of goods and passengers and safe traffic and transport. All efforts and objectives of **PGA** are aimed at development of ports and passenger terminals in Serbia and investments in port infrastructure.

PGA is located in Belgrade, 4 Nemanjina street.

Currently, there are no promotion centres in the Republic of Serbia, but all relevant institutions in the area of IWT are having a close cooperation.

Measure 2: Technical capacities (staff/H.R., qualifications, trainings etc.)

- Please describe here how many persons/ experts you need? Either already existing staff, new staff or external support?
- Which kind of pre-qualifications do you request? Which training (which topics?) do you need for e.g. existing staff?

PGA, as a governmental institution, follows the official regulation on maximum/minimum employees in the public sector. Currently, there are 12 full time employees in the Agency, working in 3 centres - Centre for Port Operations, Centre for General Affairs and Centre for Finance. To ensure the development of their staff, **PGA** regularly invests in additional education of employees, through seminars, master studies and courses.

Measure 3: Financial capacities (costs, funding etc.)

- Please describe here whether you run your DLPC based on private (e.g. incl. sponsoring) and/or public (e.g. national funds, EU funds) resources?

PGA is financed through charging and collection of port dues, which enables the Agency to invest in important infrastructure projects.

OP2 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

Measure 1: Public services on Danube logistics promotion

- Please describe here your offered public services to cargo owners and logistics service providers in your regions (see also D.4.1.3 and Act. 4 minimum/best service sets)?
- Onto which information services do you want to focus and specialise?

PGA offers information on ports and harbors (contacts, addresses etc.) (SER/EN) and licensed port operators (SER). **PGA** promotes inland waterway transports as well as inter-port cooperation on national and transnational basis through the Annual Bulletin.

In accordance with the jurisdiction, **PGA** will continue to offer mentioned services, especially with the full development of **ILIS**.

PGA has already integrated on official website the banner with the direct link to Navigation Bulletin made by Directorate for inland waterways (Plovput), in order to provide the updated and accurate fairway information.

Link to Navigation Bulletin will also be integrated into DLPC, in Fairway section.

The agency has well established contacts with port & passenger terminal operators, shipping and forwarding companies as well as with commercial companies and potential users of IWT which will be very valuable for the future work of DLPC.

Measure 2: Stakeholder Management

- Please describe here your partner network and how you work with these today and in the future. Onto which sectors (e.g. IWT-operators, ports, logistics, industry, IT, research, education, administrations) more focus/priority shall be given in the future?
- Please describe here your promotions plans to reach best both public administrations and transport operators in your country?

PGA main partners are relevant ministries, harbours masters offices, public institutions such as Directorate for Inland Waterways, Chamber of Commerce etc. Also, **PGA** has strong cooperation with port operators, cargo owners, shipping agents and many international organizations - Danube Competence Centre, UNDP, UNCTAD, EMSA, KOTRA. Focus will be given in the development of ports and passenger terminals, but also in environmental protection and IT (Trainings of **ILIS** potential users etc.).

PGA will promote its activities through the organization of regular annual consultations, workshops and participating at different national and international conferences and seminars. Important role in the promotion has the Annual Bulletin.

Measure 3: Transnational collaboration among DLPC

- Please describe here which online-based exchange measures between your DLPC and others shall be implemented in the future, such as exchange of website-links, information about national events, Danube Logistics Portal, INeS Danube etc.?
- Please describe here which offline-based exchange measures between your DLPC and others shall be implemented in the future, such as joint workshops/ events, joint trainings, joint publications, etc.?

Having in mind that **PGA** is a governmental body, there are some rules which are prescribing the content, languages, colours, fonts etc. of the websites of the public institutions. In accordance with those rules, **PGA** will adjust the English page and implement the content such as DLP, Manual on

Danube navigation etc.

Regarding the offline- based exchange measures, **PGA** will participate in joint workshops, meetings, seminars, conferences and will contribute to the publications (Newsletters, Bulletins).

OP3 [How?]: Implementation strategies

Measure 1: Political visibility and integration of the DLPC

- Please describe first which national ministry or ministries are relevant for your DLPC?
- Second, describe which national policies are most important for your DLPC? (Please list your top-3 or top-5 policies you have.)

Relevant ministry for the work of **PGA** is the Ministry of Construction, Transport and Infrastructure. **PGA** has strong cooperation with the ministry, in order to improve the IWT sector in the Republic of Serbia.

Following policies are the most important for **PGA**:

1. Law on Navigation and Ports on Inland Waterways

Adopted in 2010, this law brought the reform of the IWT sector and in accordance with this law **PGA** was established in 2013. This law regulates the conditions and methods for safe navigation on the inland waterways of the Republic of Serbia. It also regulates waterways and navigation, vessels and their ability to sail, crew, search and rescue, ports and harbours, surveillance and other related issues on inland navigation. The provisions of this law shall apply to international, interstate and state inland waterways in the Republic of Serbia, as well as on other inland waterways. Latest update of this Law was adopted by the National Parliament of the Republic of Serbia in June, 2018.

2. Regulation on the conditions that must be fulfilled by ports, harbours and temporary transshipping locations

This regulation prescribes more detailed conditions that must be fulfilled by ports, harbours and temporary transshipping locations.

It includes conditions for national ports, port infrastructure and superstructure, different terminals (containers, ro-ro, huckepack etc.) and harbours. Latest updates were adopted in 2016.

3. Waterborne transport development strategy for the Republic of Serbia for the period 2015-2025

The Strategy was adopted in 2014, and it contains recommendations for the development of ports, harbours, infrastructure and superstructure. Through detailed analysis of current situation in the inland waterway transport, mission and objectives of the future development are defined. Recommendation for the promotion and informing the public on water traffic are also given.

It is expected that Strategy will be updated in the following period.

4. Action plan for the Waterborne transport development strategy for the Republic of Serbia for the period 2015-2020

Action plan contains general and specific objectives of the development of waterborne transport in the Republic of Serbia, in the accordance with the Strategy. It contains specific activities, measures, responsible institutions and partners, indicators of activities, estimated financial funds and deadline for the realization of these activities. Action plan was adopted in 2015. It is expected the update of this plan simultaneously with the update of the Strategy.

Measure 2: Implementation steps

- Please describe your required steps for the implementation of your DLPC?
- Step-1: (...)
- Step-n: (...)

Step 1: Full development of the **ILIS** online portal. In parallel, content for the official **PGA** website will be adjusted and implemented.

Step 2: Introduction of **ILIS** to the future users and trainings of the users (port operators, shipping agents etc.)

Step 3: Promotion of **ILIS** on workshops, meetings and other similar events

Step 4: Full usage of the **ILIS** portal and constant update of the **PGA** website content (updates of the list of port operators, contact details, brochures, presentations, links).

Measure 3: Elimination of (trans-)national barriers of DLPC

- Please check Act. 5.1-deliverable (gap analysis) and describe how you would overcome your identified gaps and problems for your region and country?

Legal framework- Current legal framework doesn't regulate the matter of promotion centres, but establishing of the strong network and cooperation with all of the relevant institutions, public and private, can be the solution for this kind of gap.

Awareness, Services- Developing and launching of the **ILIS** portal will ensure that relevant information are gathered in one place and highly visible and accessible. Also, national/international workshops, seminars, projects, public promotion and different publication will raise the awareness and improve the quality of the services.

4.2.7 Bulgaria

4.2.7.1 Strategic objectives

S01 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

- Please describe here your vision and long-term objectives for becoming a DLPC? What were/are your motivations?
- Why can particularly you support potential users of inland navigation to foster Danube transport?

In Bulgaria, UT (University of Transport) will serve as a DLPC in favour of the clients and customers of IWT transport in the Bulgarian section of the Danube. The University's long-term objective is to provide reliable, up-to-date and free of charge information about the fairway conditions, port infrastructure and promising markets at one place and to encourage much more customers to use the inland waterway transport. In this regard the UT will work in close cooperation with the National Statistical Institute, Danube River Port Authorities, Bulgarian Ports Infrastructure Company and the Executive Agency for Exploration and Maintenance of the Danube River in order to collect information about the IWT transport, make analysis and conclusions about the advantages and disadvantages of this transport mode which analysis will be useful for the stakeholders to make their transport decisions. At transnational level, UT will work in close cooperation with the other DLPCs. UT's motivation to act as a DLPC is to be promoted the IWT at national level as a reliable, energy efficient and environmentally friendly mode of transport because most of the stakeholders prefer to use road and rail transport for freight and passenger transportation services. UT will support the potential users of inland navigation through:

- a website, functioning as a one-stop-shop;
- organization of public events, national and international scientific conferences;
- elaboration of research projects results of which will be disseminated among forwarding companies, public authorities and stakeholders.

S02 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

- Which strategies do you have to bring together both the public & private sector stakeholders?
- Do you offer the right services as DLPC to your stakeholders? (see also Act 4.1 demand report)
- Which services are needed most by them?

The Bulgarian strategy is to organize B2B meetings and public events, such as workshops and scientific conferences. These events allow representatives of the business (transport companies and public authorities) and the academia to have direct contacts. In this regard the theoretical achievements of the academic staff could find their implementation in the practice. For example, the UT has signed cooperation contracts with many companies in the field of rail and road transport, which has a positive effect over the development of these transport modes. At the national and international conferences many scientists exchange knowledge and skills in the field of transport. This will be useful for the promotion of IWT among the stakeholders. Having in mind that there is no such promotion centre for IWT in Bulgaria, the provision of services, concerning access to up-to-date and free of charge information at one place about the turnover of ports, fairway conditions, port infrastructure and hinterland connections will be very useful for the stakeholders. The services that are needed most by the stakeholders are information about the navigation conditions, port hinterland connections, interoperability among transport modes (especially rail, road and IWT) and how IWT

could be successfully implemented in the intermodal logistics chains.

S03 [How?]: Implementation strategies

- Please describe here your intended political visibility and integration on policy level?
- Please describe here your necessary strategies for the implementation of your DLPC?
- Please describe here your current obstacles as well as appropriate strategies to overcome these?

University of Transport works in close cooperation with the Ministry of Transport, Information technologies and Communications, who is the national policy maker in the field of the transport sector (IWT as well) and strictly complies with the EU laws and regulations. The UT intends to have close cooperation in the future with the Executive Agency for Exploration and Maintenance of the Danube River and Bulgarian Ports Infrastructure Company in order to get direct contacts with the port authorities and transport operators who are on the demand and supply side in the IWT provision services.

In order to serve as a DLPC, first of all, UT needs to be the binding point among national authorities, forwarding and logistics companies and transport operators. Secondly UT needs to serve as a one-stop-shop where up-to-date and free of charge information about navigation conditions, port infrastructure, hinterland connections, RIS could be accessible via a web-platform, phone and e-mail inquiries or direct meetings.

The main obstacle that Bulgaria has to overcome is to popularize IWT as energy efficient, environmentally friendly and reliable transport mode compared to road transport. Other obstacles that the country faces are that there are no public funding and governmental support available. Some of these problems could be overcome if river ports are well-governed through the public-private partnership initiative. The Government (Ministry of Transport, Information technologies and Communications) should actively participate in workshops, scientific conferences and public meetings in the field of transport, in particular inland waterway transport. In this way the conclusions made in such events could be implemented in the policy making process.

4.2.7.2 Operational plan

OP1 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

Measure 1: Set-up Danube Logistics Promotion Centres

- Please describe here your DLPC and its backgrounds and specific competencies? Provide also information about the location and premises of your DLPC etc.?
- Are there already other promotion centres in your countries? If yes, how will you collaborate with these?

University of Transport is a state higher education which is specialized in the education of students in the field of economics of transport, building structures in transport, information and communication technologies in transport, transport management and logistics, technology and operation of the transportation processes. The DLPC will be located in Sofia, within the headquarters of UT (158 Geo Milev str., 1574 Sofia, Bulgaria).

The academic staff of UT consists of experts in the field of water, air, road and rail transport. UT has also run a joint educational programme with the Nikola Vaptsarov Naval Academy in Varna, Bulgaria in the field of ship operation.

The DLPC will:

- be a binding point between public and private companies in the field of inland waterway transport;
- collect and analyse statistical data about the fairway conditions, port infrastructure and turnover, hinterland connections;
- promote IWT as energy efficient, environmentally friendly and safety mode of transport;
- organize workshops and scientific conference where the latest achievements of science in the field of IWT will be presented;
- provide expert knowledge for the implementation of projects in the field of IWT and multimodality.

The DLPC will collaborate with other promotion centers and associations such as the Bulgarian Logistics Association and the European Shortsea Shipping Center Bulgaria. There will be organized annual meetings with the representatives of the centers in order to be discussed the main problems transport and logistics operators face while using IWT.

Measure 2: Technical capacities (staff/H.R., qualifications, trainings etc.)

- Please describe here how many persons/ experts you need? Either already existing staff, new staff or external support?
- Which kind of pre-qualifications do you request? Which training (which topics?) do you need for e.g. existing staff?

The qualified personnel (approximately 6-7 people) who will work in the DLPC need to have expertise in the field of engineering and infrastructure development, information and telecommunication technologies, ship operation, economics, multimodality, logistics and operation and management of the transportation processes. In general, UT educates students in all of the aforementioned specialties and the academic staff possesses the needed expertise.

Education staff criteria: the employees have to graduate specialties such as: Information technologies in transport; Technology and management of the transportation processes; Logistics, Ship operation; Building structures in transport; Economics of transport;

Additional staff criteria: the employees need to have a good command of English, as well as to have administrative, communication and presentation skills; to work successfully in a team.

Measure 3: Financial capacities (costs, funding etc.)

- Please describe here whether you run your DLPC based on private (e.g. incl. sponsoring) and/or public (e.g. national funds, EU funds) resources?

University of Transport is a state owned higher education and in this regard the DLPC will be run mostly on public resources. As UT has signed collaboration contracts with many private companies, it would try to look for sponsorships. However, the DLPC will rely mostly on state or EU funding. For example most of the huge projects in BG, concerning IWT (Implementation of Port Community System in BG ports – BG16M10P001 – 5.001/21.04.2017; Rehabilitation of the navigation conditions in the Bulgarian-Romanian Section of the Danube River - BG16M10P001-4.001/29.01.2018; Improvement of the systems for navigation and topohydrographic measurements along the Danube River - phase 2 - BG16M10P001-4.001/30.03.2016) are based on EU funding through the Operational programme “Transport and transport infrastructure 2014 - 2020” and Operational Programme “Transport 2007 - 2013”.

OP2 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

Measure 1: Public services on Danube logistics promotion

- Please describe here your offered public services to cargo owners and logistics service providers in your regions (see also D.4.1.3 and Act. 4 minimum/best service sets)?
- Onto which information services do you want to focus and specialise?

University of Transport when serves as a DLPC will provide the following services to cargo owners and logistics services providers:

- Collect and analyze information about port infrastructure and turnover, hinterland connections and multimodality;
- Monthly collect and analyse information about the navigation conditions on the Bulgarian section of the Danube, concerning how many days of the year the traffic was blocked due to ice formation or low waters. What measures have been taken and what can be done to overcome this obstacles?
- Organize workshops and scientific conferences to promote IWT and disseminate the academic staff research results in the field of inland waterway transport;
- Support forwarding companies and cargo owners in making their transport solutions;
- Provides market observation analysis about transport market on regional, national and EU level and Danube navigation;
- Provides expert knowledge and skills in the implementation of research projects in the field of IWT and multimodality;

Having in mind that most of the cargo owners and logistics service providers want to have reliable information about the fairway conditions on the Danube River during the entire year as well as about the opportunities IWT to be included in the multimodal transport chain UT will focus and specialize in these services.

Measure 2: Stakeholder Management

- Please describe here your partner network and how you work with these today and in the future. To which sectors (e.g. IWT-operators, ports, logistics, industry, IT, research, education, administrations) more focus/priority shall be given in the future?
- Please describe here your promotions plans to reach best both public administrations and transport operators in your country?

The partner network of UT, servicing as a DLPC, will mainly consist of cargo owners, port operators, logistics companies, research centres, education institutions and public authorities. More priority in the future should be given to cargo owners and logistics services providers as they are the main clients of road transportation companies. As one of the main priority objectives of the EU transport policy is freight carriages to be shifted from road to more energy efficient and environmentally friendly transport modes such as IWT, the priority target group of UT will be the aforementioned sectors.

To further promote IWT among stakeholders, UT will generate analysis and propose measures why IWT should be used as an alternative mode to the road transport in order sustainable development of the national transport system to be achieved. In addition best practices in this field of other Danube Riparian countries (Austria, Hungary, Slovakia, Romania) and West-European countries (Germany, the Netherlands) will be presented.

Measure 3: Transnational collaboration among DLPC

- Please describe here which online-based exchange measures between your DLPC and others shall be implemented in the future, such as exchange of website-links, information about national events, Danube Logistics Portal, INeS Danube etc.?
- Please describe here which offline-based exchange measures between your DLPC and others shall be implemented in the future, such as joint workshops/ events, joint trainings, joint publications, etc.?

In order to efficiently exchange information among DLPCs, website links and information about national events should be uploaded in English on the official web-sites of the centres in each Danube Riparian country. In this way, all of the stakeholders will have access and be informed. Another way the information about upcoming events to be exchanged is via sending e-mails among national contact persons who afterwards will be obliged to make the information popular among the stakeholders in the relevant country.

The offline-based exchange of information could be done through joint publications, workshops and international conferences.

OP3 [How?]: Implementation strategies

Measure 1: Political visibility and integration of the DLPC

- Please describe first which national ministry or ministries are relevant for your DLPC?
- Second, describe which national policies are most important for your DLPC? (Please list your top-3 or top-5 policies you have.)

The most **relevant national ministry** for the DLPC is the Bulgarian **Ministry of Transport, Information technologies and Communications**. Other relevant public authorities are also Executive Agency for **Exploration and Maintenance of the Danube River** and the **Bulgarian Port Infrastructure Company**.

The following national policies are most important for the DLPC at UT:

- **Integrated Transport Strategy till 2030** - the strategy presents a comprehensive plan for the sustainable development of the transport system of Republic of Bulgaria till 2030. It consists of detailed analysis of the status quo of each transport mode, in particular IWT, as well as a summary of measures for their future development. A national multimodal transport model is also elaborated in the strategy.
- **Strategy for the development of the transport system of Republic of Bulgaria till 2020** - the main objective of the document is to be highlighted the main priority axes for the development of the national transport system from economic, social, energy efficient and environmentally friendly viewpoint.

Measure 2: Implementation steps

- Please describe your required steps for the implementation of your DLPC?

Step 1 – Look for state or private funding and sponsorships;

Step 2 – Set up a team of experts with knowledge and skills in the field of logistics, engineering and infrastructure development; information and communication technologies; economics; transport processes management;

Step 3 – Carry out a strategic plan for the functioning of the DLPC;

Step 4 – Implement a website which will function as a one-stop-shop for the Danube logistics;

Step 5 – Sign cooperation contracts with national public authorities such as Ministry of Transport, Information technologies and Communications, Executive Agency for Exploration and Maintenance of the Danube River and the Bulgarian Port Infrastructure Company; logistics companies and cargo owners; research institutes;

Step 6 – Maintain close cooperation contacts and exchange information with other DLPCs in the Danube region.

Measure 3: Elimination of (trans-)national barriers of DLPC

- Please check Act. 5.1-deliverable (gap analysis) and describe how you would overcome your identified gaps and problems for your region and country?

- **Actuality and correctness of the public services** – the identified gap is that the information about Danube navigation is available on various websites and it is not systematized. To overcome this gap it is necessary this information to be uploaded and updated regularly at only one website which will be easily accessible by the stakeholders.
- **Transnational exchange of public services** – the identified gap is that the transnational exchange of public services is ensured by various organizations. To eliminate this gap, it is necessary the transnational exchange to be done by only one organization/institution in order the provided services to be more accurate, reliable and accessible.
- **Accessibility to public services** – the identified gap is that the information about public services concerning Danube navigation is available on various websites and sometimes it is not up-to-date. In order transparency, easy access and free use of information to be guaranteed, it is necessary this information to be accessible via only one resource and to be updated periodically.

4.2.8 Romania

4.2.8.1 Strategic objectives

S01 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

- Please describe here your vision and long-term objectives for becoming a DLPC? What were/are your motivations?
- Why can particularly you support potential users of inland navigation to foster Danube transport?

In Romania currently the information related to inland navigation are provided by the Ministry of Transport and by public companies in charge with providing access and services to port and fairway infrastructure users. Besides these official sources some information are provided by the national associations in the field of inland navigation and logistics as UPIR, AAOPFR, ARILOG. The survey of Danube navigation promotion demand in Romania has shown the need for a complete and integrated source of information relevant to inland navigation. The vision is to offer Danube and ports customers all they need in just “one stop shop”. Thus, the DLPC will offer customers the convenience of having multiple needs met in one location, instead of having to “drive all over the town” to attain Danube inland information services at different “stores”. By efficiently providing information and services to potential users of Danube logistics, both CERONAV and UPIR, long term objectives are :

- to achieve a transnational modal shift to inland navigation;
- to support better integration of Danube transport and ports into supply chains;
- to catalyze the commercial interests of river transport services providers and port services based on the principle “together we are stronger”.

Both, CERONAV and UPIR are deeply involved in inland navigation business. CERONAV is a public body under the Romanian Ministry of Transport authority and the national providers of qualification and training services for inland navigation personnel while UPIR is the association of public port infrastructure administrations (national companies working under the Romanian Ministry of Transport authority) and private port services providers. Together CERONAV and UPIR are able to capitalize all relevant information resources in the field of shipping and port services at national level.

S02 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

- Which strategies do you have to bring together both the public & private sector stakeholders?
- Do you offer the right services as DLPC to your stakeholders? (see also Act 4.1 demand report)
- Which services are needed most by them?

DLPC stakeholders are both information providers as well the information customers. While the first are inland navigation and ports services providers the other are their clients. From this perspective, stakeholder management will be addressed in two directions:

- establishing a framework for cooperation with information providers to ensure their continued reliability;
- establishing a framework for cooperation with clients to continuously update their needs.

The DLPC service portfolio will be determined based on the results of the demand analysis that was performed within the Act 4.1 demand report. According to the established portfolio of

services, the relevant sources of information will be established and collaborative protocols with these will be concluded under concrete conditions. To maintain the efficiency of DLPC services, periodically, will be checked whether it meet the changing needs of potential users of Danube logistics. This will be achieved through a customer satisfaction checklist available on the DLPC website available to be filled in at any time by customers. The DLPC team will continuously monitor the feedback and based on it will improve the services.

The services portfolio will be structured to cover the main information needs as it resulted from Act 4.1 demand report among which information related to fairway and port mooring conditions as well infrastructure use pricing are of the greatest interest.

S03 [How?]: Implementation strategies

- Please describe here your intended political visibility and integration on policy level?
- Please describe here your necessary strategies for the implementation of your DLPC?
- Please describe here your current obstacles as well as appropriate strategies to overcome these?

The main information providers are national companies in charge with fairway and port infrastructure. Therefore a close cooperation with these is requested as well with the Romanian Ministry of Transport. As the websites of these public bodies are usually used by customers while planning the supply chain, it will host the link to DLPC platform for customers' knowledge. To ensure DLPC visibility an intense marketing campaign will be performed using the opportunities offered by relevant events at national and international level. Also, all national and EU relevant associations will be informed and asked to promote the DLPC among their members. Other relevant organizations for business as Chambers of Commerce will be informed as well.

The DLPC implementation will be developed in the following strategic steps :

- Design and set up the online platform;
- Providing sources of information: creating the framework for long term cooperation with information providers;
- Creating the organizational and operational framework: organization, resources, coordination, monitoring, development;
- DLPC promotion campaign: creating the tools and communication channels for DLPC promotion; promotion actions, set up distribution channels and pricing policy.

The expected obstacles related to the provision of resources (financial and competent workforce). At the beginning DLPC will be managed by CERONAV and UPIR workforce until the DLPC will be self-sustaining through user's contribution.

4.2.8.2 Operational plan

OP1 [Who?]: Institutional set-up of Danube Logistics Promotion Centres

Measure 1: Set-up Danube Logistics Promotion Centres

- Please describe here your DLPC and its backgrounds and specific competencies? Provide also information about the location and premises of your DLPC etc.?
- Are there already other promotion centres in your countries? If yes, how will you collaborate with these?

The DLPC will be organized as an online platform in the premises of Info Danube – Information and Training Centre in Galati.

At national level there are some organizations which provide relevant information to stakeholders but no one targeting this specific aim to promote Danube inland navigation. Such organizations as Chamber of Commerce, ARILOG, RIA and other similar organizations will be attracted in a mutually beneficial cooperation relationship, as they serve stakeholders in the field of inland transport and port business as well.

Pro Danube Romania it is also involved in this cooperation relationship, its main goal being to increase the competitiveness of inland waterway transport and connected logistics system in general and especially on the Danube.

Measure 2: Technical capacities (staff/H.R., qualifications, trainings etc.)

- Please describe here how many persons/ experts you need? Either already existing staff, new staff or external support? Which kind of pre-qualifications do you request? Which training (which topics?) do you need for e.g. existing staff?

At the beginning two persons, already working for DANUBE SKILLS, will be allocated for DLPC (one from CERONAV and one from UPIR) as they benefit from the training provided in the project. The staff policy will be further established according to the evolution of customer demand.

Measure 3: Financial capacities (costs, funding etc.)

- Please describe here whether you run your DLPC based on private (e.g. incl. sponsoring) and/or public (e.g. national funds, EU funds) resources.

The financial resources will be provided mainly by CERONAV and UPIR but other resources will be accessed, such as sponsorships until the centre can be self-sustaining. Relation with customers (cargo owners and logistics service providers) is envisaged to be based mainly on long term cooperation on the basis of subscription.

OP2 [What?]: Public services and stakeholder management of Danube Logistics Promotion Centres

Measure 1: Public services on Danube logistics promotion

- Please describe here your offered public services to cargo owners and logistics service providers in your regions (see also D.4.1.3 and Act. 4 minimum/best service sets)? Onto which information services do you want to focus and specialise?

DLPC core services will be the “best service set” as been identified. One of the most important category of information are related to fairway condition which are very important for the safety

of navigation. Transport operators are much interested in this information which are relevant for the voyage planning. They also need to be informed in due time on the prognosis of the water depth in the stretches with specific risk on the Danube in order to take all appropriate measures for the safety of navigation. The service portfolio will be developed according to future clients needs based on their feedback during DLPC operation. However, for customer's satisfaction, DLPC it will support as far as possible their demand and in the future, as new needs are emerging, the service portfolio will be properly completed.

Measure 2: Stakeholder Management

- Please describe here your partner network and how you work with these today and in the future. To which sectors (e.g. IWT-operators, ports, logistics, industry, IT, research, education, administrations) more focus/priority shall be given in the future?
- Please describe here your promotions plans to reach best both public administrations and transport operators in your country?

According to DLPC implementation strategy, to create the framework for long term cooperation with information providers, is a must to meet clients' needs and to get their satisfaction. Only this will ensure the sustainability of DLPC. For this, cooperation protocols will be concluded with information providers to establish mutual obligations and rights.

The DLPC promotion campaign is an important step of its implementation strategy. It will be of high intensity at the beginning to ensure the critical mass of users in support of the necessity and opportunity of creating the unique information desk. For this purpose will be create a promotion toolkit (promotion materials and distribution channels). To to ensure maximum efficiency, the promotion campaign will focus on relevant associations that can catalyses the interest of large groups of potential users.

Measure 3: Transnational collaboration among DLPC

- Please describe here which online-based exchange measures between your DLPC and others shall be implemented in the future, such as exchange of website-links, information about national events, Danube Logistics Portal, INeS Danube etc. Please describe here which offline-based exchange measures between your DLPC and others shall be implemented in the future, such as joint workshops/ events, joint trainings, joint publications, etc.?

To meet DLPC long term objectives the transnational cooperation with other DLPC is mandatory. In order to increase the share of the Danube inland navigation in the international goods flows, the DLPC concept has to acquire a transnational dimension corresponding to the status of the Danube as an international fairway. The cooperation will mainly consist of exchange of website-links to avoid duplication of information sources and to facilitate user accessibility. Joint actions will be organized according to demand and initiative taking into consideration the DLPC available resources. At the base of the actions will be the DLPC network that will be created through the project.

OP3 [How?]: Implementation strategies

Measure 1: Political visibility and integration of the DLPC

- Please describe first which national ministry or ministries are relevant for your DLPC?
- Second, describe which national policies are most important for your DLPC? (Please list your top-3 or top-5 policies you have.)

The most important ministry for DLPC purpose is the Romanian Ministry of Transport followed

by the Foreign Affairs Ministry. The main national policies covering inland transport sector in Romania are Government Ordinance no. 42/1997 approved by Law no.412/2002 with subsequent amendments.

The main strategic document for transport in general and for inland navigation in particular is the Sustainable Transport Strategy

for the period 2007-2013 and 2020, 2030. This Strategy has to be correlated also with: Master Plan for Transport in Romania, Territorial Development Strategy of Romania and with Intermodal Transport Strategy for Romania-2020.

Measure 2: Implementation steps

- Please describe your required steps for the implementation of your DLPC?

Step-1 Design and set up the online platform;

Step-2 Creation of the framework for long term cooperation with information providers;

Step-3 Creation of organizational and operational framework: organization, resources, coordination, monitoring, development;

Step-4 Creation of tools and communication channels for DLPC promotion campaign.

Measure 3: Elimination of (trans-)national barriers of DLPC

- Please check Act. 5.1-deliverable (gap analysis) and describe how you would overcome your identified gaps and problems for your region and country?

For **Availability of One stop shops** the identified gaps are: Framework, Services and Financial capacities which means: Lack of national legislation, Lack of dedicated platform and Lack of financial capacities. As regard the lack of legislation this problem can be solved by the Ministry of Transport who is in charge to adopt a Ministry of Transport Order to regulate all the aspects of establishing and functioning of DLPC in Romania. The second gap regarding Services is almost solved through establishment of DLPC on InfoDanube website, the management of this platform can be improved by the provisions of the new legislation in the field. The financial aspects can be solved by identification of European funding programmes to finance this platform or can be self-financed through fees paid by the users.

For **Durability of One stop shops**, the identified gaps are Financial and Human resources, which means: Lack of financial sources for financing the maintenance of One stop shop and Lack of qualified personnel and specific training programmes in Danube logistics supply and promotion.

The financial aspects can be solved as is mention before and the lack of qualified personnel means mid-term for solving the problem because, first must be designed and approved the specific training programmes and after that must be trained the personnel, which means enough time duration for acquiring the specific knowledge and abilities. Training programmes have to be established according to the national and international legislation in the field and can be developed through existing training centres.

For **Viability of One stop shops**, the identified gaps are: Services, Financial and Awareness, which means: lack of viable platform, lack of financial sources for maintenance of One stop shop and lack of viability of the existing websites.

The minimal solution to build one dedicated website for DLPC during this project can solve for the moment these gaps. In the future the financial aspects can be solved as is above mentioned. With

enough financial resources and with the cooperation with relevant organizations the services provided by DLPC can be improved.

For **Political & legal support of One stop shops**, the identified gap is Framework, which means lack of legal administrative structure dedicated for intermodal transport system in Romania allowing solve the problems related to intermodal transport included the establishment and functioning of One stop shop and lack of interest at national level on the granting of legal support for promoting intermodal transport because of the lack of navigation and port infrastructure.

This problem can be solved through the revision of existing legislation in the field of intermodal transport- Strategy for intermodal transport in Romania-2020 which has to be adapted on the latest requirements in the field and tacking into consideration the future development of navigation and port infrastructure in Romania and also the future integration of inland navigation into intermodal logistics chains.

For **Minimum service portfolio of One stop shops**, the identified gaps are Framework and Services, which means lack of national legislation to regulate the establishment and operation of One stop shops on modal share competencies and on minimum service portfolio.

This problem can be solved through the revision of existing legislation in the field of intermodal transport- Strategy for intermodal transport in Romania-2020 which has to be adapted on the latest requirements in the field and tacking into consideration the minimum requirements for services/information which have to be provided by One stop shop.

For **Actuality and correctness of public services**, the identified gaps are Financial and Human resources, which means: lack of financial resources for financing and maintenance of one stop shop and lack of qualified personnel and specific training programmes in Danube logistics supply and promotion. The financial aspect can be solves as is above mentioned and the qualification of personnel in Danube logistics supply and promotion means new requirements for education and training programmes in this field, requirements which have to be in line with the technological development in IWT in view of integration in intermodal transport.

For **Transnational exchange of services among One stop shop**, the identified gaps are Framework, Financial and Awareness, which means: lack of national legislation to regulate the establishment and operation of One stop shops on transnational exchange of services, lack of financial sources for financing the maintenance of One stop shops in Danube region and lack of visibility of the existing information providers on Danube logistics and of various way of promotion of logistics services.

The problem can be solved through the revision of existing national legislation I which will be included the aspects regarding the visibility of IWT and he procedures for transnational exchange of services.

For **Qualified and skilled staff of One stop shop**, the identified gaps are Financial and Human resources, which means: lack of financial sources for financing the maintenance of One stop shop in Danube region by qualified personnel and lack of qualified personnel and specific training programmes in Danube logistics supply and promotion.

The financial aspect can be solved as is above mentioned.

The qualification of the staff for One stop shops management means new requirement for education and training, new training programmes and enough time for the trainees to acquire the specific competences. Specific legal provisions for education and training of specific staff are needed.

For **Accessibility to public services**, the identified gaps are Financial and Awareness, which means lack of financial sources for establishment and maintenance of an information platform with information on public services and lack of interest of relevant public authorities on modal share promotion.

The problem can be solved through national campaigns intended to promote IWT, multimodal transport, logistics etc. and through revision of the existing national legislation on multimodal transport.

For **Sound stakeholders management**, the identified gaps are Framework and Awareness, which means Lack of national legislation to regulate the obligation for providing public services on intermodal transport sector and lack of support of public authorities and of the relevant stakeholders to provide logistics advice for interested companies and to raise awareness on modal share services.

The problem can be solved through national campaigns intended to promote IWT, multimodal transport, logistics etc. and through revision of the existing national legislation on multimodal transport.

For **Communication channels to stakeholders**, the identified gap is Services, which means lack of direct communication with stakeholders.

This problem can be solved by identification and implementation of suitable tool/method/way of communication of the relevant information direct to stakeholders.

For **National modal share dissemination**, the identified gap is Awareness, which means lack of support of the public authorities and of the relevant stakeholders to raise awareness on modal share services.

This problem can be solved to raise awareness of public authorities by making public the interest of stakeholders for information on modal share, through various events regularly organized with the support of the interested organizations.

5. Survey results regarding transnational implementation of DLPC

5.1 Executive Summary

The evaluation regarding the transnational implementation of “Danube Logistics Promotion Centres (=DLPC)” was realised to reveal potential for improvement of Danube Logistics Promotion Centres and to review, if the current content is suitable from the point of view of the public sector. The sample consists of 24 public institutions from eight European countries. The questions were developed by the project partners’ viadonau and FHOO, and focus on Danube Logistics Promotion Centre, their mission and services. The data was collected after consultation with the respective institutions in the period from October 2018 to February 2019.

The results of the transnational evaluation showed that the majority of the interviewed institutions agree with the mission statement of a DLPC (“offering a comprehensive and neutral information and service portfolio to all stakeholders who are interested in Danube navigation”). Beyond that, a DLPC has its strategic objects, which were evaluated by the public institutions from eight European countries. The strategic objective “**Danube corridor approach**” was assessed positively. The comments supported the importance of this objective, but also showed the importance of collaborations with other promotion centres. The majority of the respondents supports the strategic objective “**Neutrality**”, which means that DLPC Centres are neutral partners for current and potential users of Danube navigation. The third strategic objective was “**resources (human and financial)**” that most of the respondents agreed with. The strategic objective “**targeted and updated services**” focused on the services offered by DLPC and their characteristics and was evaluated positively (most participants agree with this strategic objective and no participants disagree). The majority of the respondents also agreed with the strategic objective “**customer orientation (service commitment)**” as well as with the strategic objective “**free of charge (services)**”. In addition to the above-mentioned strategic objective, the respondents evaluated the strategic objective “**acceptance**”, which is essential for the success of the DLPC, positively. Most respondents as well agreed with the last strategic objective “**collaboration**” and all given comments were positive. Therefore, the overall evaluation of the strategic objectives could be considered positive.

After the evaluation of the strategic objects, one chapter focused on feedback **about European and transnational policies**. The question to the participating institutions dealt with the current programmes for inland navigation in Europe and whether they agree that the following programmes are the most important and relevant European and transnational policies to foster DLPC in each country. The majority of the participants agreed that NAIADES I is one of the most important programmes to foster DLPC in each country and therefore NAIADES II was evaluated as important follow-up programme for fostering DLPC in each country. Moreover, the majority of the participants agreed that the EUSDR priority area 1a is important to foster Danube Logistics Promotion Centres in each country. All presented programmes were evaluated as important to foster DLPC in each country. This evaluation not only questioned the European programmes, but also the existing **policies on a national level**. The individual institutions were asked to evaluate

directives that exists specifically for their country. As each country has its own national policies and directives, a comparison between the different feedbacks of the countries is difficult. The feedback varied between the different countries; most participants agreed that the national policies and directives are important. In general, the given feedback was positive.

At the end of the evaluation, the participating respondents were given the opportunity to make supportive contributions. This opportunity was given to gather additional feedback and to give the respondents the chance to express and state anything, that they consider important, but was not suitable for the questions of the questionnaire. This question showed the appreciation of the Danube SKILLS project team for the participating institutions and their expertise.

5.2 Full report

The complete survey with all detailed analyses is available in following annex report.



Increased institutional capacity in Danube navigation by boosting joint transnational competences and skills in education and public development services



Survey results regarding the transnational implementation of “Danube Logistics Promotion Centres”

Annex-1 to
Output 5.2



Project co-funded by European Union funds (ERDF, IPA)

6. National, transnational and European policies on modal share

Summary of the most important and promising policies (incl. laws, action plans, initiatives) identified on national levels in order to foster Danube Logistics Promotion Centres (DLPC) and their future implementations.

Germany

- **Plan for Federal Traffic Routes 2030** (*Bundesverkehrswegeplan 2030 (BVWP 2030)*)
- **Freight Transport and Logistics Action Plan** (*Aktionsplan Güterverkehr und Logistik*)
- **National Strategy for Sea and Inland Ports 2015** (*Nationales Hafenkonzzept für die See- und Binnenhäfen 2015*)

Austria

- **Master traffic plan for Austria** (*Gesamtverkehrsplan für Österreich*)
- **Responsibilities and Organisation of the Federal Administration of Waterways-Waterway Act** (*Wasserstraßengesetz*)
- **Action Programme for the Danube of the Austrian Federal Ministry for Transport, Innovation and Technology until 2022** (*Aktionsprogramm Donau des bmvit bis 2022*)

Slovakia

- **Transport Development Strategy of the SR up to 2020** (*Stratégia rozvoja dopravy SR do roku 2020*)
- **Strategic Transport Development Plan of SR up to 2030 – Phase II** (*Strategický plán rozvoja dopravy SR do roku 2030*)
- **Report on Transport and Environment in SR 2014** (*Doprava a životné prostredie v SR 2014*)

Hungary

- **Act 42/2000 about water transport** (*2000. évi XLII törvény a víziközlekedésről*)
- **45/2011. (VIII.25.) NFM decree on professional and operational rules of river information services** (*45/2011. (VIII.25.) NFM rendelet a folyami információs szolgáltatások szakmai és működtetési szabályairól*)
- **57/2011. (XI. 22.) NFM decree on the rules of waterway transport** (*57/2011. (XI. 22.) NFM rendelet a víziközlekedés rendjéről*)
- **National Intelligent Transport Systems Development Strategy Hungary** (*Nemzeti Intelligens Közlekedési Rendszerek Fejlesztési Stratégiája -Magyarország*)

Croatia

- **Transport Development Strategy of the Republic of Croatia 2017.-2030.** (*Strategija prometnog razvoja Republike Hrvatske 2017.-2030.*)
- **Operational Programme Competitiveness and Cohesion 2014.-2020.** (*Operativni program Konkurentnost i kohezija 2014.-2020.*)
- **Law on Navigation and Inland Waterways** (*Zakon o plovidbi i lukama unutarnjih voda*)
- **Strategy for the Development of River Transports in the Republic of Croatia 2008 -2018.** (*Strategija razvitka riječnog prometa u Republici Hrvatskoj 2008.-2018.*)

Serbia

- **Law on navigation and ports on Inland waterways** (*Zakon o plovidbi i lukama na unutrašnjim vodama*)
- **Regulation on the conditions that must be fulfilled by ports, harbours and temporary transshipping locations** (*Uredba o uslovima koje moraju da ispunjavaju luke, pristaništa i privremena pretovarna mesta*)
- **Waterborne transport development strategy for the Republic of Serbia for the period 2015-2025** (*Strategija razvoja vodnog saobraćaja Republike Srbije 2015-2025*)
- **Action plan for the Waterborne transport development strategy for the Republic of Serbia for the period 2015-2020** (*Akcioni plan za sprovođenje Strategije razvoja vodnog saobraćaja Republike Srbije 2015-2025*)

Bulgaria

- **Law on maritime spaces, inland waterways and ports of the republic of Bulgaria** (ЗАКОН ЗА МОРСКИТЕ ПРОСТРАНСТВА, ВЪТРЕШНО-ВОДНИТЕ ПЪТИЩА И ПРИСТАНИЩАТА НА РЕПУБЛИКА БЪЛГАРИЯ)
- **Strategy for the development of maritime and river transport and ports of the Republic of Bulgaria until 2015** (СТРАТЕГИЯ ЗА РАЗВИТИЕ НА МОРСКИЯ И РЕЧЕН ТРАНСПОРТ И ПРИСТАНИЩАТА ЗА ОБЩЕСТВЕН ТРАНСПОРТ НА РЕПУБЛИКА БЪЛГАРИЯ ДО 2015)
- **Merchant Shipping Code of Republic of Bulgaria** (Кодекс на търговското корабоплаване в Република България)

Romania

- **The master plan of transport of Romania** (*Masterplanul General de Transport al Romaniei*)
- **Smart Specialization Strategy for the South-East Development Region** (*Strategia de Specializare Inteligenta a Regiunii de Dezvoltare Sud-Est.*)
- **Sustainable Transport Strategy for the period 2007-2013 and 2020, 2030** (*Strategia pentru transport durabil pe perioada 2007-2013 și 2020, 2030*)
- **Intermodal Transport Strategy for Romania-2020** (*Strategia de Transport Intermodal pentru Romania-2020*)

Methodology on policies collected:

As there is no unique single policy for Danube Logistics Promotion Centres (DLPC) in place, neither on European level nor on national levels, a survey of available policies on all different levels became necessary with the result that there prevails a huge variety of existing types of policies in the addressed Danube regions. In the end, in total 21 different types of policies (see table) could have been identified and analysed, following either typical life-cycles of policies (i.e. initiatives → agreements → strategies → laws) or are named differently in the Danube countries.

By summarizing these huge divergent 21 types of policies 8 so-called policy clusters have been elaborated, which aggregate affine policies under one common denominator. Finally following 8 policy clusters have been defined and used in order to classify the individual policies: agreement, association, directive, law, plan, programme, regulation, strategy.

Types of policies	Policy clusters
Action plan	Plan
Administrative agreement	Agreement
Advisory Network	Association
Association	Association
Decree	Directive
Directive	Directive
Initiative	Plan
Code	Law
Law	Law
Master Plan	Plan
Position Paper	Plan
Action programme	Programme
Funding programme	Programme
Programme	Programme
Regional agreement	Agreement
Guidance	Regulation
Order	Regulation
Ordinance	Regulation
Regulation	Regulation
Regional Strategy	Strategy
Strategy	Strategy

6.1 Germany

Name of the project partner	DST, VBW
Name of policy document - EN name (official or unofficial English translation) - original name	Plan for Federal Traffic Routes 2030 <i>Bundesverkehrswegeplan 2030 (BVWP 2030)</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	National (Germany)
What is insufficient/ Lacking in that policy document?	-
Who is the policy maker of this policy document?	Ministry for Transport and Digital Infrastructures BMVI
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	The programme focuses on all means of transport and their modal share options

Summary of policy:

The Federal Transport Infrastructure Plan (BVWP) 2030, as the most important instrument of federal traffic infrastructure planning, sets the course for the next 10 to 15 years. It looks at both the existing networks as well as new and construction projects on the road, rail and waterway.

The projects assessed in the new Federal Transport Infrastructure Plan were subjected to a benefit-cost analysis and additionally evaluated in terms of environmental protection and nature conservation, spatial planning and urban planning. On this basis, they were grouped into various urgency categories.

The main objectives of the BVWP 2030 are the preservation of existing networks and the elimination of bottlenecks on main axes and in important traffic junctions. From the total volume of the plan of approx. € 269.6 billion alone will flow by 2030 approx. € 141.6 billion in the preservation of existing networks. For new and construction projects, approx. € 98.3 billion.

Concretely, the implementation of the projects of the BVWP 2030 means less congestion on the federal highways, more capacity in passenger and freight transport by rail and more economical transport options on the federal waterways.

Name of the project partner	DST, VBW
Name of policy document - EN name (official or unofficial English translation) - original name	Freight Transport and Logistics Action Plan <i>Aktionsplan Güterverkehr und Logistik</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	National (Germany)
What is insufficient/ Lacking in that policy document?	-
Who is the policy maker of this policy document?	Ministry for Transport and Digital Infrastructures BMVI
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	The programme focuses on all means of transport and their modal share options

Summary of policy:

Freight Transport and Logistics Action Plan– Towards a Sustainable and Efficient Future

The Federal Government's Freight Transport and Logistics Action Plan is a strategic approach containing concrete measures for the future direction of freight transport.

The foundations of future prosperity are properly functioning and globally connected transport flows. We need to strengthen and expand Germany's position as a global leader in the logistics sector. The Federal Ministry of Transport and Digital Infrastructure thus joined forces with the freight transport and logistics industry, environmental groups and trade unions to further evolve the Action Plan that was drafted in 2010, which was published in December 2015. The updated tasks and newly included measures are presented in the "Freight Transport and Logistics Action Plan – Towards a Sustainable and Efficient Future". Thus, the Action Plan provides the framework for action to tackle the challenges that lie ahead. It was updated for the first time in June 2016.

Source:

<https://www.bmvi.de/SharedDocs/EN/Articles/G/freight-transport-and-logistics-action-plan.html>

Name of the project partner	DST, VBW
Name of policy document - EN name (official or unofficial English translation) - original name	National Strategy for Sea and Inland Ports 2015 <i>Nationales Hafenkonzert für die See- und Binnenhäfen 2015</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National (Germany)
What is insufficient/ Lacking in that policy document?	-
Who is the policy maker of this policy document?	Ministry for Transport and Digital Infrastructures BMVI
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	The programme focuses on challenges in the port sector

Summary of policy:

The German sea and inland ports make a major contribution to the prosperity of Germany and the development of its whole economy. All of Germany benefits from the ports with a large number of complementary industrial and service sectors located in all regions and branches of the economy.

To enhance the competitiveness of German ports, the Federal Cabinet adopted the new National Strategy for Sea and Inland Ports on 20 January 2016. In close cooperation with the federal states, social partners and trade associations, the Federal Ministry of Transport and Digital Infrastructure, in line with the coalition agreement, has developed this strategic guidance, which covers a period of ten years.

The objectives of the 2015 National Ports Strategy include:

- to ensure that ports continue to be able to master the economic and logistical challenges;
- to further enhance the competitiveness of seaports and inland ports as hubs of domestic and international trade and central freight distribution centres;
- to support a shift of freight traffic to the railways and waterways;
- to contribute towards achieving the Federal Government's climate change and environmental protection targets.

The first part of the Strategy contains an economic analysis that sets out the future challenges and opportunities for the German ports and the objectives of the Ports Strategy. This is followed by seven packages of measures for:

- the targeted upgrading of the port-related infrastructure;
- the improvement of the competitiveness of the sea and inland ports;
- international and European ports policy;
- environmental protection, climate change mitigation and the use of alternative fuels;
- good training and jobs;

- ensuring appropriate safety and security;
- better coordination of ports policy (between the Federal Government and the federal states).

A total of 155 individual measures are to be implemented by the Federal Government, federal states, local authorities and the ports sector.

The 2015 National Ports Strategy builds on its predecessor of 2009 and will assist all players in tackling the challenges of the future and provides a framework for joint action.

Numerous new challenges in the ports sector necessitated an evolution, for instance in the following spheres:

European ports policy; offshore wind energy; developments in logistics; linkage and cooperation between ports; environmental protection and climate change mitigation; alternative fuels.

Source: <https://www.bmvi.de/SharedDocs/EN/Articles/WS/national-strategy-for-sea-and-inland-ports-2015.html>

Full list of identified policies in Germany

Name of the project partner	DST
Name of policy document - EN name (official or unofficial English translation) - original name	Mobility and Fuels Strategy <i>Mobilitäts- und Kraftstoffstrategie</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National (Germany)
What is insufficient/ Lacking in that policy document?	-
Who is the policy maker of this policy document?	Ministry for Transport and Digital Infrastructures BMVI
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	-

Summary of policy:

After a scoping study by the German Energy Agency (dena), the Mobility and Fuels Strategy has been launched with a major public event in Berlin on 9 June 2011. The work process was organised in several phases up to the spring of 2013. It focused on a broad-based dialogue process with around 400 businesses, associations and experts from society, industry and the scientific community. To ensure maximum transparency and participation and to achieve a broad-based consensus for the outcomes of the process, BMVI engaged in a dialogue with all players.

The expert dialogue was launched with a workshop discussion in March 2012 that addressed the opportunities of the Mobility and Fuels Strategy in the light of national and international developments. In the subsequent first phase of the process, several workshops aimed at establishing a common level of knowledge among all players on the various energy and fuel options as well as on the drivetrain options for the individual modes of transport. Here, the focus was on assessing the current situation in the transport sector as well as on identifying opportunities and challenges. Any issues remaining unresolved were addressed and answers were sought in the subsequent expert discussions from the perspective of the scientific community and civil society.

Name of the project partner	DST
Name of policy document - EN name (official or unofficial English translation) - original name	Research Programme Urban Transport 2017/2018 <i>Forschungsprogramm Stadtverkehr 2017/2018</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Programme
Geographical coverage (regional/ national/ transnational/ European)	National (Germany)
What is insufficient/ Lacking in that policy document?	-
Who is the policy maker of this policy document?	Ministry for Transport and Digital Infrastructures BMVI
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	-

Summary of policy:

The Urban Transport Research Program (FoPS) is a program of the Federal Ministry of Transport and Digital Infrastructure (BMVI) to improve the traffic conditions in the communities.

According to the Municipal Transport Finance Act (GVFG), the BMVI receives an additional 4.167 million euros for research projects from the additional tax on mineral oil tax for this program. The projects are put together by the BMVI in a project list.

The aim of the FoPS is to develop and provide application-oriented, scientific and practical knowledge for decision-makers in the field of urban and regional transport.

Objectives of FoPS are to elaborate and assemble application oriented, scientific and practical knowledge for decision makers in urban and regional transport.

Core of the programme is the application-driven investigation of specific questions, which shall ensure transferability to regions all over Germany. Basic research is accepted insofar it serves the application-based research. Planning tasks are considered research elements if they are designed as transferrable examples.

Name of the project partner	DST
Name of policy document - EN name (official or unofficial English translation) - original name	Intelligent logistics for freight transport <i>Intelligente Logistik im Güterverkehr</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Programme
Geographical coverage (regional/ national/ transnational/ European)	National (Germany)
What is insufficient/ Lacking in that policy document??	-
Who is the policy maker of this policy document?	Ministry for Transport and Digital Infrastructures BMVI
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	The programme focused closely on modal share options

Summary of policy:

Background & policy context:

Germany expects an increase of freight transport up to 64% until 2015. The most important growth of 90% is expected for cross border transport. Very negative impacts on the environment, congestion and the overall economy are the consequence. The employment policy requires the protection of working places in the logistics area and the creation of new jobs plus education and training.

Strategic Objectives:

Innovative approaches to optimise operative and organisational processes in the logistics area with direct impact on freight transport.

The particular objectives are:

- to avoid the need for transportation;
- transfer goods transport from road to rail and water;
- increase the load factor of freight vehicles;

For these objectives a relative improvement of at least 10% is required.

Programme organisation:

Prioritisation of cluster projects under industrial leadership;

Project duration limited to 3 years;

Cooperation with Austria (BMVIT - Austrian Federal Ministry for Transport, Innovation and Technology).

6.2 Austria

Name of the project partner	VIA
Name of policy document - EN name (official or unofficial English translation) - original name	Master traffic plan for Austria <i>Gesamtverkehrsplan für Österreich</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	National (Austria)
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified
Who is the policy maker of this policy document?	Ministry for Transport, Innovation and Technology in Austria
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	Further implementation of the overall traffic master plan for Austria by considering also Danube transport as a sustainable mode of transport in Austria and Danube regions (EUSDR).

Summary of policy:

Gesamtverkehrsplan für Österreich (Master traffic plan for Austria)

Shaping and changing mobility and traffic. That is the claim of the Federal Ministry of Transport, Innovation and Technology (bmvit). Therefore, the bmvit developed the overall traffic plan for Austria, which formulates the objectives and guidelines of Austrian transport policy until 2025. The overall traffic plan for Austria offers clear objectives, measures and implementation strategies including also Danube transport.

<https://www.bmvit.gv.at/verkehr/gesamtverkehr/gvp/index.html>

https://www.bmvit.gv.at/verkehr/gesamtverkehr/gvp/downloads/gvp_gesamt.pdf

Name of the project partner	VIA
Name of policy document - EN name (official or unofficial English translation) - original name	Responsibilities and Organisation of the Federal Administration of Waterways– Waterway Act Bundesgesetz über Aufgaben und Organisation der Bundes-Wasserstraßenverwaltung – Wasserstraßengesetz (WaStG)
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Law
Geographical coverage (regional/ national/ transnational/ European)	National (Austria)
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified
Who is the policy maker of this policy document?	Ministry for Transport, Innovation and Technology in Austria
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	Further implementation of provision of neutral information about Danube transport in Austria by viadonau and in the other Danube countries; this through colaborations.

Summary of policy:

Responsibilities and Organisation of the Federal Administration of Waterways– Waterway Act

The Object of the Company – Responsibilities Section 10

(1) The object of the Company shall be to fulfil the following responsibilities of the federal government: (...)

(2) Developing responsibilities for inland waterway transport, in particular:

- a. Increasing the volume of cargo, as well as intermodal transport as regards inland waterways, including in particular the Danube, by developing, accompanying and promoting relevant projects;
- b. Developing and implement new technologies and systems with regard to inland waterways;
- c. Carrying out public services in the inland waterway transport sector, such as neutral information on inland waterway transport, cooperating in international initiatives aimed at developing inland waterway transport, in particular the Danube waterway, cooperating and representing Austria in inland waterway transport policy making, in particular on the European level, and promoting strategic partnerships with organisations and companies in the Danube countries;
- d. Carrying out pilot projects aimed at developing axes of intermodal transport on inland waterways, in particular the Danube;
- e. Carrying out studies, tests, research and management contracts for third parties – in particular for the federal government – primarily in the areas enumerated under sub-paras

Bundesgesetz über Aufgaben und Organisation der Bundes-Wasserstraßenverwaltung – Wasserstraßengesetz (WaStG) StF: BGBl. I Nr. 177/2004 /

<https://www.ris.bka.gv.at/GeltendeFassung.wxe?Abfrage=Bundesnormen&Gesetzesnummer=20003901>

Name of the project partner	VIA
Name of policy document - EN name (official or unofficial English translation) - original name	Action Programme for the Danube of the AT MoT till 2022 <i>Aktionsprogramm Donau des bmvit bis 2022</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	National (Austria)
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified
Who is the policy maker of this policy document?	Ministry for Transport, Innovation and Technology in Austria
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	Further implementation of this Action Plan for the Austrian Danube with specific focus on Danube transport promotion and development (Priority 11) in Austria and beyond.

Summary of policy:

Launched in 2006, the National Action Plan for Navigation on the Danube represented an active inland navigation policy in Austria. The government programme of December 2013 called for a renewal of the instrument to be introduced for the implementation of a strengthened waterway and an upgraded flood protection system. The Action Programme for the Danube will run until 2022 and for the first time combines the objectives of shipping, ecology and flood protection, thus reflecting the multifunctional character and requirements of the Danube.

Priority 11 of the Action Programme for the Danube of the AT MoT till 2022, named “To further develop transports on the Danube”, aims at increasing the competitiveness of Danube transport in logistics networks.

<https://www.bmvit.gv.at/verkehr/schifffahrt/binnen/aut/apd.html>

<https://www.bmvit.gv.at/service/publikationen/verkehr/schifffahrt/downloads/apd.pdf>

Full list of identified policies in Austria

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	Association for Network Logistics "VNL" <i>Verein Netzwerk Logistik</i> - "VNL"
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Association
Geographical coverage (regional/ national/ transnational/ European)	National (Austria)
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified
Who is the policy maker of this policy document?	Association for Network Logistics
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Private
What can be improved regarding „modal share promotion“?	Regular exchange with national DLPC as well as joint events.

Summary of policy:

The "Verein Netzwerk Logistik" - "VNL" (Association for Network Logistics) is an intersectoral platform for producing companies, industry and trade, education and research facilities, service providers in the logistics sector, transport-transshipment-storage-logistic service providers, logistics technology suppliers and integrated logistics service providers.

Purpose of the Association for Network Logistics is: a) the promotion of economy, research, education and further training in the area of logistics; b) the improvement and further development of the sector of logistics as well as the education and the further training in the area of logistics; c) the advancement of the cooperation between companies, research and education facilities, technology intermediary, technology centres and private logistics companies for the utilisation of synergies in logistics; d) the strengthening of the logistics competences of the participating companies and their employees through the cooperation with research and education facilities and other organisations dealing with questions about logistics; e) the promotion of cooperative projects between different companies; f) the development of a modern logistics understanding; g) the increase of the quality standards in the area of logistics.

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	Federal Association of Logistics Austria (BVL) BVL - Bundesvereinigung Logistik Österreich
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Association
Geographical coverage (regional/ national/ transnational/ European)	National (Austria)
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified
Who is the policy maker of this policy document?	Association for Network Logistics
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Private
What can be improved regarding „modal share promotion“?	Regular exchange with national DLPC as well as joint events.

Summary of policy:

The Austrian Federal Association of Logistics (BVL Austria) founded in 1978 is the largest Austrian logistics network, which serves as a platform for on-going knowledge, information and experience exchange as well as continuous education. Today, BVL has more than 10,000 members - companies and individuals from industry, commerce, services and science - who are actively involved in the business of logistics and supply chain management.

More information: www.bvl.at (only in German)

6.3 Slovakia

Name of the project partner	MinDop
Name of policy document - EN name (official or unofficial English translation) - original name	Transport Development Strategy of the SR up to 2020 <i>Stratégia rozvoja dopravy SR do roku 2020</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	Insufficient criterias and timetable for implementation
Who is the policy maker of this policy document?	Ministry of Transport and Construction of SR
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	Exchange with the national DLPC, regarding logistic processes

Summary of policy:

Transport Development Strategy of the SR up to 2020 is the basic strategic document for the mid-term character of the transport infrastructure development till 2020. This document represents the output of the first phase of the creation of a comprehensive transport strategy of the Slovak Republic. The document builds on and elaborates in detail the strategies and principles for transport development so far. Individual transport development concepts, the timetable for the preparation and construction of the infrastructure, that the Ministry of Transport SR and the infrastructure managers are usually preparing for the next 3 years, will respect the content identified in this document. **This document include Visions and objectives in water transport and describes one main vision and five strategic objectives:**

Vision VV1: Modern, safety and integrated infrastructure and operation of water transport. This vision would be done through the implementation of five strategic objectives.

Strategic objective SV1: Development, modernization and reconstruction of waterways infrastructure;

Strategic objective SV2: Maintenance, restoration, modernization and development of public port infrastructure;

Strategic objective SV3: Introducing new technologies;

Strategic objective SV4: Reducing the environmental impacts of water transport;

Strategic objective SV5: Creation of training conditions for the water transport profession.

Source: http://www.ssc.sk/files/documents/rozvoj_cestnej_siete/strategicky_plan.pdf

Name of the project partner	MinDop
Name of policy document - EN name (official or unofficial English translation) - original name	Strategic Transport Development Plan of SR up to 2030 – Phase II <i>Strategický plán rozvoja dopravy SR do roku 2030</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	Insufficient criterias and timetable for implementation
Who is the policy maker of this policy document?	Ministry of Transport and Construction of SR
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	Exchange with the national DLPC, regarding logistic processes

Summary of policy:

Strategic Transport Development Plan of SR up to 2030 is a strategic document of a long-term nature, which aims to set the effective direction of transport sector development and describes the process of vision development and realization. It identifies the key bottlenecks in the transport infrastructure and in public passenger and non-motorized transport as well as in traffic, maintenance and transport organization. Based on the issues and potential development factors identified in the analytical part, a 2030 target development vision, strategic global goals, horizontal and modal specific objectives and measures were defined in relation to European strategic and development documents. This strategic document involves water transport and describe key problems of the Slovak water transport sector like water infrastructure problems, public ports issues and other water transport issues

Source: [https://www.opii.gov.sk/download/d/sk_transport_masterplan_\(en_version\).pdf](https://www.opii.gov.sk/download/d/sk_transport_masterplan_(en_version).pdf)

Name of the project partner	MinDop
Name of policy document - EN name (official or unofficial English translation) - original name	Transport and Environment in SR 2014 <i>Doprava a životné prostredie v SR 2014</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	Missing IWT datas
Who is the policy maker of this policy document?	Slovak Environmental Agency in cooperation Ministry of Environment of the Slovak Republic
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	-

Summary of policy:

The Sectoral Report Transport and the Environment of SR 2014 assesses the relationship between transport and the environment in the process of implementing environmental principles and objectives in transport policy. The report is part of the periodic assessment of the impact of the sectors on the living environment of the SR carried out by the Slovak Environmental Agency through sectoral indicators and sectoral indicator reports published in 2005, 2009, 2011 and 2014.

Source: <https://www.enviroportal.sk/spravy/detail/6801>

Full list of identified policies in Slovak Republic

Name of the project partner	MinDop
Name of policy document - EN name (official or unofficial English translation) - original name	Slovak Spatial Development Perspective 2001, as amended by the Slovak Spatial Development Perspective 2011 <i>Koncepcia územného rozvoja Slovenska 2001 v znení KURS2011</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Programme
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	-
Who is the policy maker of this policy document?	Ministry of Transport and Construction of SR
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	-

Summary of policy:

The Slovak Spatial Development Perspective is a national territorial planning document that reflects the ideas regarding optimum spatial interconnections at the national and international level. The Slovak Spatial Development Perspective is a long-term strategic document that includes a significant section on the indicative nature of the planning process. Its ambition is not to specify definite or final picture of the spatial arrangement and functional utilization of the territory of the Slovak Republic. In accordance with valid legislation it contains the respective binding part, but it is an open planning document that creates a platform for further discussion. The Slovak Spatial Development Perspective is a flexible plan that leaves room for further research, consultations, and other inputs.

Source: <https://www.mindop.sk/ministerstvo-1/vystavba-5/uzemne-planovanie/dokumenty/koncepcia-uzemneho-rozvoja-slovenska-kurs2001>

Name of the project partner	MinDop
Name of policy document - EN name (official or unofficial English translation) - original name	National position in the EU Strategy for the Danube Region <i>Národná pozícia k stratégii EÚ pre Dunajský región</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Programme
Geographical coverage (regional/ national/ transnational/ European)	Transnational
What is insufficient/ Lacking in that policy document?	Very general
Who is the policy maker of this policy document?	Government Office of SR
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	Exchange with the national DLPC, regarding logistic processes

Summary of policy:

The development of the transport infrastructure, especially the development of the continuous Danube waterway and the Danube navigation, respecting the principles of sustainable development, the Slovak Republic considers one of the main priorities to be reflected in the Danube Strategy. In terms of both environmental, energy and social aspects, we consider water transport to be one of the most advantageous modes of transport in Europe. In this context, attention should be paid to the development of freight and passenger water transport as part of the West-European Waterway Network and to the effective completion of the Danube waterway in accordance with the parameters recommended by the Danube Commission, the ECE and the UN. The development of multimodal corridors and intermodal terminals in the Danube region should also be prioritized in connection with the development of the Danube waterway. The Danube strategy should have the ambition to create a mechanism of shared responsibility countries of Danube region for the economic and social development of the Danube countries for keeping of natural and cultural heritage. Coordinated approach of countries, regions and the civil sector to the shared challenges of the Danube and adjacent territory, based on transparent and mutual communication of all stakeholders, will allow them to be more effective and cost effective and allow to make full use of the unprecedented potential of the Danube region. Within the national position on the Danube Strategy, the Slovak Republic is the most important one considers highlighting and promoting the orientation towards a comprehensive, balanced and fair solution development of the Danube territory. An integrated approach means that individual priorities must be tackled equally in the interests of all the states concerned and in their mutual interdependence. The Slovak republic identifies itself with the main pillars of the Danube Strategy as proposed by European Commission, which are: Transport and connectivity (access to Danube river) – transport and energetic infrastructure

Water (environment)

Social-economy development (economics and cultural cooperation) – tourism, Culture development, support of economy development and competitiveness

Source: http://www.dunajskastrategia.gov.sk/data/files/1744_aktualizovana-narodna-pozicia.pdf

Name of the project partner	MinDop
Name of policy document - EN name (official or unofficial English translation) - original name	Development concept of water transport in Slovakia <i>Koncepcia rozvoja VD SR</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	creation of the document in 2000 financial underestimation of water transport missing solution how to implement the concept from a financial point of view
Who is the policy maker of this policy document?	Ministry of Transport and Construction of SR
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	concept update Ministry is preparing procurement to deliver the concept till 2050, which will cover also funding opportunities and education improving in water transport

Summary of policy:

This document is processing into the five fundamental problems circuits:

Legislative, organizational and economics assumptions – Involve all legislative, organizational and economics assumptions that are in line with the law of the European Union.

Development and modernization of transport infrastructure – Describe development and modernization of Slovak waterways like Danube river as a part of the European transport corridor waterway E80 and Vah river as a part of the intermodal transport corridor waterway E81 and also other Slovak waterways (Nitra, Hron, Ipel, Laborec, Latorica and Bodrog). Than describe development and modernization of all Slovak public ports.

Environmental, safety and quality assumptions – Water pollution is most evident when ship generate waste like oil or chemicals which contaminated water, especially in the transport of dangerous cargo. Protection against this pollution is ensured by two ways, by equipment ships by cleaning stations, or passing the waste to stable and mobile collectors stations in public ports.

Science and research, technical information and international logistical assumptions – This part of the document describe how science and research could help with development of water transport and also describe technical information about navigation.

Social assumptions – related to the provision of lifelong education, upgrading skills or retraining of water transport workers.

Source: <https://www.mindop.sk/ministerstvo-1/doprava-3/vodna-doprava/vnutrozemska-vodna-doprava/koncepcie/koncepcia-rozvoja-vodnej-dopravy-sr>

Name of the project partner	MinDop
Name of policy document - EN name (official or unofficial English translation) - original name	Inland waterway licensing policy <i>Licenčná politika vnútrozemskej vodnej dopravy</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	creation of the document in 2000 financial underestimation of water transport missing solution how to implement the concept from a financial point of view
Who is the policy maker of this policy document?	Ministry of Transport and Construction of SR
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	Exchange with the national DLPC, regarding logistic processes

Summary of policy:

It's a guidance which established the test order for the performance of the professional examination for the acquisition of professional competence of the ship's crew member. Legal framework stipulating requirements for professional navigation is accessible at the link bellow.

Source: <https://www.mindop.sk/ministerstvo-1/doprava-3/vodna-doprava/namorna-plavba>

Name of the project partner	MinDop
Name of policy document - EN name (official or unofficial English translation) - original name	Act 338/2002 about water transport Zákon o vnútrozemskej vodnej plavbe a o zmene a doplnení niektorých zákonov
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Law
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	This act lays down the conditions for the performance of inland navigation, the rights and obligations of legal and natural persons involved in IWT
Who is the policy maker of this policy document?	Parliament
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	Exchange with the national DLPC, regarding logistic processes

Summary of policy:

This act lays down the conditions for the performance of inland navigation, the rights and obligations of legal and natural persons involved in IWT, the conditions of market regulation in water transport, the competence of state administration bodies and state professional supervision in the inland navigation, classification and competence vessels, the rights and obligations of the crew of the vessel, the professional investigation of accidents and penalties for breaching the obligations laid down by this Act.

This Act takes over the legally binding acts of the European Union

Source: <https://www.slov-lex.sk/pravne-predpisy/SK/ZZ/2000/338/20190102>

6.4 Hungary

Name of the project partner	RSOE
Name of policy document - EN name (official or unofficial English translation) - original name	Act 42/2000 about water transport <i>2000. évi XLII törvény a víziközlekedésről</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Law
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	Multimodal approach
Who is the policy maker of this policy document?	Parliament
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	To include multimodal promotion

Summary of policy:

The parliament is in favour of the environmentally friendly and cost-efficient inland waterway transport development and the implementation of transport policy aims, furthermore connecting the shipping operation into the international transport system for fulfilling the international contractual requirements. This law regulates the tasks of the state and the local government in inland waterway transport on the personal and material conditions for pursuing the activity and the waterway management.

Name of the project partner	RSOE
Name of policy document - EN name (official or unofficial English translation) - original name	45/2011. (VIII.25.) NFM decree on professional and operational rules of river information services <i>45/2011. (VIII.25.) NFM rendelet a folyami információs szolgáltatások szakmai és működtetési szabályairól</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Directive
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	-
Who is the policy maker of this policy document?	NFM
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

Specifies the tasks of the RIS operator and the operation of RIS, the general requirements for RIS-enabled devices and software, the use of the AIS device and the scope of the data transmitted by the device, the rules for data management and data transfer, the manner and responsibility of Internet data provision, the control of RIS operation.

Name of the project partner	RSOE
Name of policy document - EN name (official or unofficial English translation) - original name	57/2011. (XI. 22.) NFM decree on the rules of waterway transport 57/2011. (XI. 22.) NFM rendelet a víziközlekedés rendjéről
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Directive
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	-
Who is the policy maker of this policy document?	NFM
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

Define the rules of waterway transport by using the Shipping Regulations in Annex 1

In the framework of the general inland waterway regulations, it extends to the following areas: 1) Identification and dive signs, gauges, 2) The visible signs of the ship, 3) Sounds, radio-telephone, navigation devices, 4) Signs which regulate IWT, marking, 5) Navigational rules, 6) The rules of berthing, 7) Sign and reporting requirements, 8) Prevention of water pollution and the remove of the ship waste.

The additional provisions for inland waterways in Hungary: 1) The signs of the floating facility, visible signs, sounds, radio-telephone, the signs of the waterway, 2) Navigational rules. Special rules, 3) The rules of berthing, 4) General rules, 5) Detailed rules which are concern individual waterways, 6) Detailed rules which are concern individual lakes.

Name of the project partner	RSOE
Name of policy document - EN name (official or unofficial English translation) - original name	National Intelligent Transport Systems Development Strategy Hungary <i>Nemzeti intelligens közlekedési rendszerek fejlesztési stratégiája</i> -Magyarország
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	Regulation of international data exchange
Who is the policy maker of this policy document?	NFM
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Emphasis on intermodal transport services promotion shall be increased.

Summary of policy:

The regulation of international data exchange needs to be elaborated and the solution of regional extension (port information system, intermodality) require further effort. Data storage takes place in accordance with international standards and national regulations (e.g. data protection). It would be necessary to develop a RIS national development concept, which coordinates the projects and special emphasis is placed on the introduction of multimodal information services in close cooperation with other modes of transport, in the framework of national intermodal consultations.

Full list of identified policies in Hungary

N.A.

6.5 Croatia

Name of the project partner	CRUP
Name of policy document - EN name (official or unofficial English translation) - original name	Transport development strategy of the Republic of Croatia 2017-2030. <i>Strategija prometnog razvoja Republike Hrvatske za razdoblje od 2017. do 2030. godine</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified.
Who is the policy maker of this policy document?	Ministry of the Sea, Transport and Infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	There are no concrete development proposals. There are no further operational documents

Summary of policy:

The strategic planning of the Transport Sector is to be the basis of the transport sector development, defined as a tool at the service of major economic and social policy objectives. As a result, the strategic planning will consider transport to be the essential support providing Croatian inhabitants with quality services for their mobility needs and at the same time to be an effective instrument to promote economic development and social and territorial cohesion, so guaranteeing the best use in society's service. The Strategy sets out the basic guidelines for the development of the transport sector within the Republic of Croatia over a medium and long-term horizon, aiming to define an overall and coherent framework to ensure the linkage of infrastructure and transport policy and enabling decision making.

The Transport Development Strategy has taken into account the concern for sustainable development and by great sensitivity to environmental concerns and criteria.

As a result, it constitutes a decisive commitment to the future of the Republic of Croatia, to its economic development and its competitiveness, to its social and territorial cohesion and to the improvement of the quality of life of its citizens, with a set of measures designed to create a transport system which is more integrated, safer, efficient and respectful of its environment.

Source: <http://www.mppi.hr/default.aspx?id=16279>

Name of the project partner	CRUP
Name of policy document - EN name (official or unofficial English translation) - original name	Operational Programme Competitiveness and Cohesion (OPCC); <i>OP Konkurentnost i kohezija</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Programme
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified.
Who is the policy maker of this policy document?	Ministry of Regional Development and EU Funds
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	The focus is on improving of the overall transport infrastructure, including inland navigation.

Summary of policy:

The main aims of the programme are to boost economic competitiveness, support alignment with the EU environmental acquis, invest in transport infrastructure (TEN-T) and network infrastructure. More than 3.5 billion euros will be invested in environmental protection, adaptation to climate change and transport infrastructure. Programme will support national efforts to develop an innovation-driven economy, primarily by building-up scientific excellence, encouraging Research/Development/Innovation investment and technology transfer in the business sector. Next generation network (NGN) broadband will be further extended and e-public services developed. Competitiveness and innovation in Small and Medium sized Enterprises will be supported through increased entrepreneurship, better access to finance and the development of high-quality business services.

Name of the project partner	CRUP
Name of policy document - EN name (official or unofficial English translation) - original name	Law on navigation and ports for inland waters <i>Zakon o plovidbi i lukama unutarnjih voda</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Law
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified.
Who is the policy maker of this policy document?	Ministry of the Sea, Transport and Infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Greater focus on environmental protection and modal share.

Summary of policy:

This Law provides all basic standards and provisions aimed to govern the navigation in internal waters of the Republic of Croatia; all safety procedures and provisions necessary for a safe and sustainable navigation on inland waters; the official legal status; the plan and responsibilities for the management of waterways and inland waters; for legal relations and procedures in respect of vessels, vessel registration procedures, transportation, navigational accidents, structure and operation.

Name of the project partner	CRUP
Name of policy document - EN name (official or unofficial English translation) - original name	Strategy for the Development of River Transport in the Republic of Croatia <i>Strategija razvoja riječnog prometa u Republici Hrvatskoj</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	The document is obsolete. Completely new strategy needed based on new Transport strategy.
Who is the policy maker of this policy document?	Ministry of the Sea, Transport and Infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Measures defined in this document have not been fully implemented

Summary of policy:

The period of development of the River Transport Development Strategy in Croatia marks the process of political and economic integration of Southeast European countries into the European Union. This process creates the prerequisites for increasing the economic exchange of goods on a single European market. This also means a potential increase in transport demand and the transfer of goods flows to Southeast Europe.

Croatia, following the European traffic policy in defining the river transport strategy should also take into account its own specifics and specialties in order to make the adjustment process as successful as possible for the benefit of Croatian economic entities.

The document defining the strategic development of transport in Croatia is the 1999 Transport Strategy of the Republic of Croatia. Although it came about before the integration process began, this strategy in the river transport section points to the main problem of the functioning of the traffic system on inland waterways, which is disintegration of the network. In this regard, the long-term goal of integrating the network within the combined river-sea corridor of the Danube Region is set.

In addition to this strategy, the following documents should be considered: National Program of the Republic of Croatia for EU Accession, 2008; Plan of Harmonization of Croatian Legislation with the Acquis Of the European Union for 2008 - Appendix A NPIEU 2008; Water Management Strategy (in the making); Physical Planning Strategy of the Republic of Croatia, 1997; Strategy Compliance Framework 2007-2013; Waste Management Strategy of the Republic of Croatia, 2005;

The starting point for defining the strategy is the fact that the network of waterways of the Republic of Croatia is an integral part of the European Network of Waterways – Pan-European Danube Corridor VII.

6.6 Serbia

Name of the project partner	PGA
Name of policy document - EN name (official or unofficial English translation) - original name	Law on navigation and ports on Inland waterways <i>Zakon o plovidbi i lukama na unutrašnjim vodama</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Law
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	Jurisdiction in the area of the marinas.
Who is the policy maker of this policy document?	Ministry of construction, transport and infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

This law regulates the conditions and methods for safe navigation on the inland waterways of the Republic of Serbia. It also regulates waterways and navigation, vessels and their ability to sail, crew, search and rescue, ports and harbours, surveillance and other related issues on inland navigation. The provisions of this law shall apply to international, interstate and state inland waterways in the Republic of Serbia, as well as on other inland waterways.

Latest update of this Law was adopted by the National Parliament of the Republic of Serbia in June 2018. These amendments have put marinas as special purposes terminals in the jurisdiction of the Port Governance Agency. The new jurisdiction entails the declaration of a marine area, the issuance of an authorization to operate in marinas and the maintenance of an operator register.

Source:

https://mgisi.gov.rs/sites/default/files/Zakon%20o%20plovidbi%20i%20lukama%20na%20unutra%C5%A1njim%20vodama_1.pdf

Name of the project partner	PGA
Name of policy document - EN name (official or unofficial English translation) - original name	Regulation on the conditions that must be fulfilled by ports, harbours and temporary transshipping locations <i>Uredba o uslovima koje moraju da ispunjavaju luke, pristaništa i privremena pretovarna mesta</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Regulation
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified.
Who is the policy maker of this policy document?	Ministry of construction, transport and infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

This regulation prescribes more detailed conditions that must be fulfilled by ports, harbours and temporary transshipping locations.

It includes conditions for national ports, port infrastructure and superstructure, different terminals (containers, ro-ro, huckepack etc.) and harbours.

Latest updates were adopted in 2016. It is expected that the amendments and changes of this Regulation will be done in the following period, during 2019. In accordance with the amendments of the Law which have put marinas as a special purpose port, the amendments will include conditions for marinas.

Source:

<http://mgsi.gov.rs/sites/default/files/Uredba%20o%20uslovima%20koje%20moraju%20da%20ispunjavaju%20luke%20pristanista%20i%20privremena%20pretovarna%20mesta.pdf>

Name of the project partner	PGA
Name of policy document - EN name (official or unofficial English translation) - original name	Waterborne transport development strategy for the Republic of Serbia for the period 2015-2025 <i>Strategija razvoja vodnog saobraćaja Republike Srbije 2015.-2025.</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified.
Who is the policy maker of this policy document?	Ministry of construction, transport and infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

The Strategy was adopted in 2014, and it contains recommendations for the development of ports, harbours, infrastructure and superstructure.

Through detailed analysis of current situation in the inland waterway transport, mission and objectives of the future development are defined. Recommendation for the promotion and informing the public on water traffic are also given.

It is expected that Strategy will be updated in the following period.

Source: <https://www.aul.gov.rs/folder/strategija.pdf>

Name of the project partner	PGA
Name of policy document - EN name (official or unofficial English translation) - original name	Action plan for the Waterborne transport development strategy for the Republic of Serbia for the period 2015-2020 <i>Akcioni plan za sprovođenje Strategije razvoja vodnog saobraćaja Republike Srbije 2015.-2025.</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified.
Who is the policy maker of this policy document?	Ministry of construction, transport and infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

Action plan contains general and specific objectives of the development of waterborne transport in the Republic of Serbia, in accordance with the Strategy.

It contains specific activities, measures, responsible institutions and partners, indicators of activities, estimated financial funds and deadline for the realization of these activities.

Action plan was adopted in 2015. The update of this plan is expected to be implemented simultaneously with the update of the Strategy.

Source:

<http://mgsi.gov.rs/sites/default/files/AKCIONI%20PLAN%20za%20sprovedenje%20Strategije%20razvoja%20v odnog%20saobr.pdf>

Full list of identified policies in Serbia

Name of the project partner	PGA
Name of policy document - EN name (official or unofficial English translation) - original name	Merchant shipping law <i>Zakon o trgovačkom brodarstvu</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Law
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified.
Who is the policy maker of this policy document?	Ministry of construction, transport and infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

This law regulates the transport and market access, the legal status of the ship and the relations of boat property rights, liability and limitation of liability for claims in the internal navigation and maritime claims, contracts, navigation accidents, non-contractual liability, execution and security on board, applicable law and exclusive jurisdiction of the courts of the Republic of Serbia for commercial shipping disputes with an element of foreign, recognition and enforcement of court decisions in the field of trade navigation, as well as surveillance.

The provisions of this law that apply to merchant navy ships also apply to others vessels, if this is prescribed by this law.

Merchant shipping law is adopted in 2015.

Source: <http://mgsi.gov.rs/sites/default/files/Zakon%20o%20trgovackom%20brodarstvu.pdf>

Name of the project partner	PGA
Name of policy document - EN name (official or unofficial English translation) - original name	Law on flag state and registration of the vessels <i>Zakon o državnoj pripadnosti i upisu plovila</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Law
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified.
Who is the policy maker of this policy document?	Ministry of construction, transport and infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

This law regulates the flag state, identifications, types and contents of the the registration of the vessel, the entry, the conditions and the procedure of entering the vessel. The provisions of this law that apply to merchant navy ships also apply to other vessels, if this is provided by this law.

Last update of Law on flag state and registration of the vessels is adopted in 2015.

Source:

http://mgsi.gov.rs/sites/default/files/Zakon%20o%20drzavnoj%20pripadnosti%20i%20upisu%20plovila_0.pdf

Name of the project partner	PGA
Name of policy document - EN name (official or unofficial English translation) - original name	Regulation on the categorization of international and interstate waterways <i>Uredba o kategorizaciji međunarodnih i međudržavnih vodnih puteva</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Regulation
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified.
Who is the policy maker of this policy document?	Ministry of construction, transport and infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

This regulation determines the categorization of international and interstate waterways in the Republic of Serbia.

Regulation is adopted in 2016.

Source:

<http://mgisi.gov.rs/sites/default/files/Uredba%20o%20kategorizaciji%20medjunarodnih%20i%20medjudrzavnih%20vodnih%20puteva.pdf>

Name of the project partner	PGA
Name of policy document - EN name (official or unofficial English translation) - original name	Regulation on the determination of international and interstate waterways <i>Uredba o određivanju međunarodnih i međudržavnih vodnih puteva</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Regulation
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified.
Who is the policy maker of this policy document?	Ministry of construction, transport and infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

This regulation defines international and interstate waterways.

International waterways are Danube River (km 845+500- km 1433+100), Sava River (km 0- km 210+800), Kolubara River (km 0- km 5) and Drina River (km 0- km 15). Interstate waterway on which the international navigation regime is applied is Tisa River (km 0- km 164).

Regulation is adopted in 2016.

Source:

<http://mgsi.gov.rs/sites/default/files/Uredba%20o%20odredjivanju%20medjunarodnih%20i%20medjudravnih%20vodnih%20puteva.pdf>

Name of the project partner	PGA
Name of policy document - EN name (official or unofficial English translation) - original name	Regulation on the types of the river informational services (RIS) and the beginning of their mandatory implementation <i>Uredba o vrstama usluga rečnih informacionih servisa (RIS) i početku njihove obavezne primene</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Regulation
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified.
Who is the policy maker of this policy document?	Ministry of construction, transport and infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

Summary of policy: Regulation prescribes the types of services of the River Information Services (RIS) and deadlines for the beginning of their mandatory implementation. Types of services that are obliged to be applied by all inland navigation vessels, other than boats and floating objects which float on waterways of at least class IV and larger, as well as in ports open to international traffic (RIS area) are: locating and monitoring ships using the AIS system, electronic ship reporting (ERI), information obtained through electronic navigation charts (ENC) and electronic announcements to shipping (NTS). Regulation is adopted in 2013.

Source:

<http://mgsi.gov.rs/sites/default/files/Uredba%20o%20vrstama%20usluga%20recnih%20informacionih%20servisa%20%28RIS%29%20i%20pocetku%20njihove%20obavezne%20primene.pdf>

Name of the project partner	PGA
Name of policy document - EN name (official or unofficial English translation) - original name	Regulation on the conditions under which foreign vessels can navigate on state waterways in order to enter ports open for international traffic <i>Uredba o uslovima pod kojima strana plovila mogu da plovi i državnim vodnim putevima radi ulaska u luke otvorene za međunarodni saobraćaj</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Regulation
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified.
Who is the policy maker of this policy document?	Ministry of construction, transport and infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

This regulation prescribes the conditions under which foreign vessels can navigate on state waterways in order to enter the domestic ports open to international traffic. Regulation is adopted in 2013.

Source:

<http://mgsi.gov.rs/sites/default/files/Uredba%20o%20uslovima%20pod%20kojima%20strana%20plovila%20mogu%20da%20plovi%20i%20državnim%20vodnim%20putevima%20radi%20ulaska%20u%20luke%20otvorene%20za%20međunarodni%20saobraćaj.pdf>

Name of the project partner	PGA
Name of policy document - EN name (official or unofficial English translation) - original name	Regulation on the maximum permissible ages of ships for registration in one of the ship's register <i>Uredba o najvišoj dopuštenoj starosti brodova za upis u jedan od upisnika brodova</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Regulation
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified.
Who is the policy maker of this policy document?	Ministry of construction, transport and infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

This Regulation prescribes the maximum ages of ships for registration in one of the ship registers. Inland navigation boats can be registered in the Inland Navigation Register if their age, at the time of submission of the written application for the first registration, does not exceed 20 years for passenger ships, i.e. 35 years for cargo ships, tugboats, motor pushers and technical floating devices

Latest updates were adopted in 2016.

Source:

<http://mgsi.gov.rs/sites/default/files/Uredba%20o%20najvisoj%20dopustenoj%20starosti%20brodova%20za%20upis%20u%20jedan%20od%20upisnika%20brodova.pdf>

Name of the project partner	PGA
Name of policy document - EN name (official or unofficial English translation) - original name	Regulation on the navigation conditions and inland navigation rules <i>Uredba o uslovima za plovidbu i pravilima plovidbe na unutrašnjim vodama</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Regulation
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified.
Who is the policy maker of this policy document?	Ministry of construction, transport and infrastructure
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

This Regulation prescribes the conditions for navigation and navigation rules on the inland waterways, obligations of participants in navigation. It also prescribes the conditions for marking of the ships and waterways, as well how to use audio signals, navigation and communication equipment on board. The provisions of this Regulation apply to the sailing of all vessels on international, interstate and state waterways of the Republic of Serbia, as well as on others inland waterways. Regulation was adopted in 2014.

Source:

<http://mgsi.gov.rs/sites/default/files/Uredba%20o%20uslovima%20za%20plovidbu%20i%20pravilima%20plovidbe%20na%20unutra%C5%A1njim%20vodama.pdf>

6.7 Bulgaria

Name of the project partner	UT
Name of policy document - EN name (official or unofficial English translation) - original name	Law on maritime spaces, inland waterways and ports of the republic of Bulgaria <i>Закон За Морските Пространства, Вътрешно-Водните Пътища И Пристанищата На Република България</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Law
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	The conditions for logistics services and warehousing on the Danube and Danube ports are not regulated in depth.
Who is the policy maker of this policy document?	Ministry of Transport, Information technologies and Communications
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	It is necessary the working time of Danube ports to correspond with the working time of sea ports in order to be made easier and more effective the transportation services between Black Sea and the Danube.

Summary of policy:

Law on maritime spaces, inland waterways and ports of the Republic of Bulgaria establishes the legal regime of the Republic of Bulgaria's sea spaces, inland waterways and ports. It aims at ensuring the use of the Black Sea and the river Danube in the interests of cooperation of the Black-sea, the Danube and other countries, facilitating the sea and river connections, providing the safety of navigation, protection of the marine and river environment during navigation and keeping the ecological balance.

Name of the project partner	UT
Name of policy document - EN name (official or unofficial English translation) - original name	Strategy for the development of maritime and river transport and ports of the Republic of Bulgaria until 2015 <i>Стратегия За Развитие На Морския И Речен Транспорт И Пристанищата За Обществен Транспорт На Република България До 2015</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No section for modal share promotion analysed. Lack developed as a contact point
Who is the policy maker of this policy document?	Ministry of transport, information technology and communications
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	Integrate modal share promotion especially IWT topics regarding air pollution reduction

Summary of policy:

General Objectives:

- Restructuring and modernization of sea and river transport; and Improving the quality, safety and safety of transport of passengers and freight;
- Development and modernization of the port infrastructure; and Increasing the transit through Bulgaria to and from the EU;
- Accurate and timely reporting of trends in the development and operation of the transport network in Central Europe;
- Increasing the contribution of transport to economic growth and quality of life of today's and future generations of Bulgarians.
- Specific objectives
- Achieving more efficient management of sea and river transport and ports while maximizing national security and harmonizing with European requirements;
- Overcoming lag, modernization of the port system and shipping;
- Successful competition with other modes of transport - creating conditions for the development of Black Sea and river cabotage operations, short sea shipping, improving the quality of port services;
- Improve the safety and security of shipping by introducing and complying with all the requirements of EU directives and regulations and international conventions;
- Strengthening the role of river transport (inland waterway transport) as an element of combined transport;
- Harmonization of technical requirements for vessels sailing on inland waterways.

Name of the project partner	UT
Name of policy document - EN name (official or unofficial English translation) - original name	Merchant Shipping Code <i>Кодекс на Търговското корабплаване</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Law
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No information about logistics service provision on the Danube, as well as about the interoperability among transport modes and integration of IWT in the multimodal transportation services could be found in the document.
Who is the policy maker of this policy document?	Ministry of Transport, Information technologies and Communications
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	It is necessary to be mentioned what are the specific conditions that vessels need to cover in order to be used for intermodal transportation services. What are the necessary requirements and how the contract for multimodal transportation services will be executed?

Summary of policy:

Merchant Shipping Code regulates the social relations in the Republic of Bulgaria, arising in relation to the merchant shipping and the control thereof, the requirements for the Bulgarian ownership in ships, the requirements for the ship's and carriage documents, the rights and duties of the masters and the crews, the contracts for carriage of cargoes, passengers and baggage, the real rights in the ships, the contracts for rental of ships, the contracts for insurance of ships and loads, the average stay of ships, the salvage on sea and rivers, and other relations connected to the shipping and its safety.

Full list of identified policies in Bulgaria

Name of the project partner	UT
Name of policy document - EN name (official or unofficial English translation) - original name	Integrated Transport Strategy for the period until 2030 <i>Интегрирана транспортна стратегия в периода до 2030 г.</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	Measures for the integration of IWT in the multimodal transportation network are missing. Propositions for the development of the transportation connections between Danube and Black Sea and attracting transit cargos are also missing.
Who is the policy maker of this policy document?	Ministry of Transport, Information technologies and Communications
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	Having in mind the status-quo of the river ports and navigation conditions on the Danube what are the possibilities IWT to be integrated in the multimodal transportation network.

Summary of policy:

Integrated Transport Strategy for the period until 2030 underlines the main aspects for the development of the national transport system for the period until 2030. The strategic objectives of the transport policy for the period until 2030 are: increasing the effectiveness and competitiveness of the transport sector; improvement of the transport connectivity and access (internal and external); limiting the negative effects of the transport sector development.

Name of the project partner	UT
Name of policy document - EN name (official or unofficial English translation) - original name	Strategy for the Development of the Transport System of the Republic of Bulgaria until 2020 <i>Стратегия за развитие на транспортната система на Република България до 2020 г.</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	Measures for efficient usage of the free capacity of the Bulgarian section of the Danube is missing..
Who is the policy maker of this policy document?	Ministry of Transport, Information technologies and Communications
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	More transit cargos to be attracted for transportation services on the Danube. IWT to be integrated in the multimodal transportation services. The working time of river ports to correspond with the working time of sea ports and cargo railway stations.

Summary of policy:

Strategy for the Development of the Transport System of the Republic of Bulgaria until 2020 outlines the most important aspects for the development of the transport system during the years until 2020. The strategic goals of the transport policy are as follows:

- Achieving economic efficiency
- Development of sustainable transport sector

Regional and social cohesion improvement

Name of the project partner	UT
Name of policy document - EN name (official or unofficial English translation) - original name	Ordinance №2 of 10.01.2003 for the measurement of ships sailing on inland waterways <i>Наредба № 2/10.01.2003 за измерване на кораби, плаващи по вътрешно-водни пътища</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Regulation
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified
Who is the policy maker of this policy document?	Ministry of Transport, Information technologies and Communications
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	-

Summary of policy:

This Ordinance defines the bodies that issue measurement certificates, the persons who carry out the measurements of the ships, the order of measurement, the marking of the ships and the measurement control.

The Ordinance does not apply to military and border police ships. The measurement shall consist in determining the volume of water displaced by the ship according to its drafting, as well as in determining the technical data of the ship to be inscribed. The measurement of the vessels shall be determined by their maximum permissible drafts, which shall be marked on their boards, to ensure the necessary reserve buoyancy, sailing safety and the safety of persons and cargo on board. The measurement of ships intended for the carriage of goods may also be used to calculate the weight of the cargo on board on the basis of the respective draft of the ship.

Name of the project partner	UT
Name of policy document - EN name (official or unofficial English translation) - original name	Ordinance № 7 of 23 May 2001 on the rules for vessels and stations for loading and handling the vessel and closing the crown of the crew, passengers or other people and relationship the boat with the bag <i>Наредба № 7/23.05.2001 за реда за посещение, маневриране и престой на корабите в пристанищата и рейдовете, за товарене и разтоварване, за качване на кораба и за слизане на брега на екипажи, пътници или други лица, както и за връзка на кораба с брега</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Regulation
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	No section for modal share promotion analysed. Lack developed as a contact point
Who is the policy maker of this policy document?	Ministry of Transport, Information technologies and Communications
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	More focus on synergies regarding modal share.

Summary of policy:

This Ordinance regulates the conditions and the order for visiting, maneuvering and staying of ships and other vessels in the ports and raids in the Republic of Bulgaria and the related loading and unloading regime, as well as boarding the ship and descending on the crew, passengers or other persons and for connecting the ship to the shore.

This Ordinance does not apply to military and borderline ships. In the ports there is a border passport-visa, state port, customs, veterinary control and quarantine, phytosanitary control and quarantine, border health control and quarantine.

It is determined whether a ship may be taken into or out of the port in order to properly load it and avoid the risk of unsafe weather conditions (i.e. windstorm), sinking or environmental pollution. The access of a ship to a port is permitted provided the port is entered in the Register of Ports of the Republic of Bulgaria and the access to it is not restricted under the terms and conditions of the Ordinance on the Operational Requirements of the Ports.

Ships, cargoes and persons who do not meet the requirements of safety, quality, standard or health may be refused freelance or quarantined. Officials' orders within the scope of their powers regarding the safety and security of people, cargo and vessels, including labor and technical safety when carrying out transshipment operations, admission, fire and port security are mandatory for all natural and legal persons, ships and their crews located on the territory and in the waters of harbors and raids. Ship-owners and other means of transport are required to comply with the rules laid down in each port.

Name of the project partner	UT
Name of policy document - EN name (official or unofficial English translation) - original name	Ordinance No 17/22.01.2013 on the freight transportation services via inland waterways Наредба № 17/22.01.2013 за извършване на превози на товари по вътрешно-водни пътища
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Regulation
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	This ordinance concerns licensing of transport operators to operate on inland waterways. In this ordinance the specific conditions for freight transportation services (contract signing, requirements for the volume, type and size of cargoes, requirements for the vessels and etc.) are not mentioned.
Who is the policy maker of this policy document?	Ministry of Transport, Information technologies and Communications
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both sectors
What can be improved regarding „modal share promotion“?	It is necessary to be mentioned what are the conditions according to which the IWT could be integrated to the intermodal and the logistic chain in the area of freight transportation services along the Danube.

Summary of policy:

Ordinance No 17 on the freight transportation services via inland waterways determines the conditions according to which Bulgarian transport operators who provide freight transportation services on the Danube are licensed. They must cover the requirements for professional competence, financial stability and good reputation.

6.8 Romania

Name of the project partner	UPIR
Name of policy document - EN name (official or unofficial English translation) - original name	The master plan of transport of Romania <i>Masterplanul General de Transport al Romaniei</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Governmental Strategy Approved by Government Decision no.666/2016
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	The passenger transport on IWT is not enough taken into consideration for future development
Who is the policy maker of this policy document?	Ministry of Transport
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	The potential of the maritime sector of the Danube is not been enough analysed. Hinterland connections of Danube ports to Rhine-Danube corridor need to be prioritized on short and medium term.

Summary of policy:

The master plan of transport of Romania is a strategic tool for planning major interventions (projects and other actions) which are significant for national transport objectives. The Master Plan's time horizon is 2040, of which the model's validity period is 2030. The Master Plan of Transport will be associated with a separate strategy Project Implementation, which will define the project scheduling program. The strategy of Implementation will take into account the degree of maturity of projects as well as eligibility to different sources of funding.

Name of the project partner	UPIR
Name of policy document - EN name (official or unofficial English translation) - original name	Smart Specialization Strategy for the South-East Development Region <i>Strategia de Specializare Inteligenta a Regiunii de Dezvoltare Sud-Est.</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	South-East region (Romania)
What is insufficient/ Lacking in that policy document?	Strategic objective is missing ; The Action Plan is missing
Who is the policy maker of this policy document?	South-East Region Agency
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Strategic objective and Action Plan to be set up.

Summary of policy:

The Intelligent Specialization Strategy of the South East Development Region was developed as a result of a study to help substantiate the process of strategic planning of the South East Region's development for the 2014-2020 programming period by analysing the current state of economic development of the region, focusing on identifying the best performing economic sectors at regional level with competitive advantages. Following the elaboration of the ISSR SE, the priority areas where the investments will be focused during the 2014-2020 programming period, as well as the framework necessary for the development of an efficient economic and social environment at regional level, have been established. The priority sectors selected are shipping (with subsectors: shipbuilding, ship repair, waterway transport and ports), agri-food and fisheries, biotechnologies, eco-technologies, tourism, ICT, high-tech, nanotechnologies and advanced materials.

Name of the project partner	UPIR
Name of policy document - EN name (official or unofficial English translation) - original name	Sustainable Transport Strategy for the period 2007-2013 and 2020, 2030 <i>Strategia pentru transport durabil pe perioada 2007-2013 și 2020, 2030</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	Outdated
Who is the policy maker of this policy document?	Romanian Ministry of Transport
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	Need to be revised according to latest EU strategies

Summary of policy:

The Strategic Framework for Sustainable Transport Policy in Romania is aligned (largely conceptually) with the European policy on issues defined in the White Paper on Transport (with related updates) and supports, in its actions, the global objective of sustainability of transport. The emphasis was on carrying out a structural reform of the transport system in its entirety by restructuring, reorganizing and strengthening the institutional and administrative capacity of the ministry and its institutions / units, the modernization and development of infrastructure and means of transport, in conjunction with the degree to take into account in the Romanian legislation the applicable regulations in the European Union.

Name of the project partner	UPIR
Name of policy document - EN name (official or unofficial English translation) - original name	Intermodal Transport Strategy for Romania-2020 <i>Strategia de Transport Instermodal pentru Romania-2020</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	Outdated
Who is the policy maker of this policy document?	Romanian Ministry of Transport
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Need to be revised according to latest development of intermodal terminals in Romania , the latest EU strategies

Summary of policy:

The aim of this strategy is the development of the national intermodal freight transport system in order to increase the efficiency of freight transport and to improve the impact of transport on the environment and traffic safety in Romania. The specific objectives are :

- modernizing and / or building intermodal terminals and related infrastructure;
- achieving intermodal quality services;
- implementing a system for tracking, planning and managing intermodal freight transport, using the intelligent transport systems available on the market;
- stimulate the promotion of the national intermodal transport system.

Full list of identified policies for Romania

Name of the project partner	UPIR
Name of policy document - EN name (official or unofficial English translation) - original name	Government Ordinance no. 88/1999 on the establishment of rules for the combined transport of goods <i>Ordonanta Guvernului nr.88/1999 privind stabilirea unor reguli pentru transportul combinat de marfuri</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Law
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	Outdated
Who is the policy maker of this policy document?	Romanian Government/Romanian Parliament
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Private
What can be improved regarding „modal share promotion“?	The Council Directive 92/106/CEE on the establishment of common rules for certain types of combined transport of goods between Member States is today under revision

Summary of policy:

Governmental decision Approved by Law 401/2002 and implemented by Methodological Rules of March 17, 2000.

The provisions of the present ordinance apply to the combined transport of goods on the territory of Romania, carried out by the license holders / license holders under the law. This transposes the Council Directive 92/106/CEE on the establishment of common rules for certain types of combined transport of goods between Member States.

Name of the project partner	UPIR
Name of policy document - EN name (official or unofficial English translation) - original name	Government Emergency Ordinance 12/1998 <i>Ordonanța de Urgență a Guvernului 12/1998</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Regulation
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	The statute and administration of industrial rail infrastructure which serves the port (port rail network and rail links between ports and public shunting stations)
Who is the policy maker of this policy document?	Romanian Government/Romanian Parliament
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	Need to be revisited to clarify this aspects and to set up procedure for taking over in administration by the port administration of this railway infrastructure

Summary of policy:

Governmental decision Approved by Law 89/1999.

The ordinance transposes the EC Directive 2001/12 improving the efficiency of the railway network and its integration into a competitive market, as well as the harmonization of national and Community legislation. The ordinance has been modified by Government Emergency Ordinance 125/2003 introducing the introducing the following provisions : national railway infrastructure that is part of the TEN-T network includes rail links to and from the ports of the TEN-T network; The state supports the development of combined and multimodal transport, including the development of integrated logistics centres, in order to ensure the integration of the Romanian rail transport system into the European rail transport system. In order to fulfil this provision, the Government approves the implementation of integrated logistics centers, including through credits and allocations from the state budget.

Name of the project partner	UPIR
Name of policy document - EN name (official or unofficial English translation) - original name	The Territorial Development Strategy of Romania <i>Strategia de Dezvoltare Teritoriala a Romaniei</i>
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	Human resource professional qualification in line with the technological development
Who is the policy maker of this policy document?	Ministry of Regional Development, Public Administration and European Funds
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	Need to be updated according to EU Regulation no.1315/2015 and CEF Regulation no.1316/2013

Summary of policy:

Governmental decision on 2015. To be approved by Law

The Territorial Development Strategy of Romania is the long-term programmatic document that outlines the vision of the development of the national territory for the time horizon 2035 and sets out development objectives, measures, actions and concrete projects at the territorial level

The strategy set up :

- measures and projects that contribute to increasing the capacity of the national territory to generate economic growth and, implicitly, to maintain and attract an innovative workforce
- areas on the territory that require specific interventions to capitalize or protect natural and built capital

The strategy balance the economic, environmental and cultural policies with a view to coherently planning the development process and preserving the identity of the national territory.

The strategy refers to intermodal terminals as one of main selection criteria to define national and urban nodes of development.

6.9 Bordering regions

6.9.1 Ukraine

Name of the project partner	CER
Name of policy document - EN name (official or unofficial English translation) - original name	Updated National Transport Strategy of Ukraine 2030
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	Low share of river mode in freight transport.
Who is the policy maker of this policy document?	Government of Ukraine
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Eliminate existing barriers to logistics and multi-modal solutions within the framework and services

Summary of policy:

Upgrade National Transport Strategy 2020 in Ukraine, 2016

The purpose of the National Transport Strategy is to establish conceptual basis for implementing the state policy in order to provide sustainable and efficient transport sector operation, to create conditions for social and economic development of the country, to improve competitiveness of national economy and well-being of its people. By the time the National Strategy of Ukraine up to 2020 was developed, Ukraine was characterized by different political and geopolitical frameworks and European Union's Eastern Partnership and the extension of the TEN-T network were not on the agenda during the development of the Strategy. The document was created in 2009 and does reflect the changes in Ukraine in recent years. The consultation with the stakeholders created the transport sector policy/priorities. Implementing the Strategy would allow for:

- Meeting the needs of transport users for transport services;
- Upgrading transport system and improving its operation efficiency;
- Improving the quality and accessibility of transport services;
- Refining the transport sector governance/management system;
- Increasing transport network handling capacity;
- Delivering transport service in proper time;
- Improving transport safety rate;

- Reducing volumes of hazardous substance emissions in the atmosphere (by 30%);
- Accelerating rates of national transport system integration into the single European and global transport systems and maximize utilization of transit potential.

The Strategy comprises of, mainly: Transport Sector Diagnosis, The Vision, Strategic Framework, Strategic Planning of Transport Development, Priority Axes, Measures and Actions, Transport Sector SWOT's.

The main key challenges to be addressed in the transport sector:

- Ensuring country integrity;
- Demand for reforming the sector to European standards;
- Demand for transport increase;
- Comprehensive renovation and modernization which also involves improving logistics and created smarter travel behavior by making the best use of modern ITC and satellite-based technology; etc.

6.9.2 Republic of Moldova

Name of the project partner	CER
Name of policy document - EN name (official or unofficial English translation) - original name	Transport and Logistics Strategy-2013-2020
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	National
What is insufficient/ Lacking in that policy document?	Lack of strategic measures regarding the navigation on the Danube.
Who is the policy maker of this policy document?	Government of the Republic of Moldova
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Missing strategic measures for promotion of transport logistics at national and international level.

Summary of policy:

Transport and Logistics Strategy 2013-2020 in the Republic of Moldova

In order to ensure sustained future economic development, Republic of Moldova will need to develop a second engine of growth based on the export of goods and services. Moldova needs to promote both agro-based and non-agro exports and also raise the value of those exports by selling to higher value markets. This Strategy includes road and rail transport, but goes further to include trade facilitation, customs and border issues, airports/aviation, ports and maritime/inland transport modes. The Strategy focuses on making the transport and logistics sector an enabling factor for the development of Moldova's economy and export trade, and support the on-going process of harmonizing Moldova' transport system and legislation with EU standards, legislation and related regulations. Another important focus id added by addressing legal and institutional issues in all transport modes. In addition Technical Barriers to Trade, such as border and behind-the-border issues and documentation requirements are being addresses. The Strategy comprises: State of Transport Infrastructure, Port and Waterborne Transport Services in Republic of Moldova, SWOT analysis of Moldova Transport Sector. Between the problems addressed by this Strategy, regarding the transport sector, are:

- An incomplete transformation of the structure of the transport sector in Moldova, from a State planned economy to a market driven transportation demand economy;
- Lack of funding for almost 20 years in the areas of maintenance, operations and rehabilitation of the existing infrastructure led to degradation of infrastructure condition.

The main objective, established in the Strategy, to be achieved in the Maritime and Inland Waterway Sector and in Cross sector and trade facilitation, are:

- To provide otherwise landlocked Moldova with strategically important, cost effective access to Maritime and Inland shipping by encouraging the development of efficient port logistics and hinterland connections as well as high quality privately owned merchant shipping;

- To provide the logistics sector with a clear and compatible legal and institutional framework, and to facilitate international trade by implementing the letter and spirit of international conventions that Moldova is a party to.

6.10 European and transnational policies

6.10.1 European policies

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	NAIADES I
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Programme
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	Integration of inland navigation into the multimodal logistics chain
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	NAIADES has its focus more or less on administrative and regulatory barriers and infrastructure improvements regarding IWT but not especially on modal share (→NAIADES II)

Summary of policy:

NAIADES is an integrated European action programme for inland waterway transport. On 17 January 2006, the European Commission adopted a Communication on the promotion of inland waterway transport. The NAIADDES Action Programme was intended for the period 2006-2013 and focused on five strategic areas for a comprehensive Inland waterway transport (IWT) policy: market, fleet, jobs and skills, image and infrastructure. These measures are rounded off by reflections on an appropriate organisational structure.

Issues being addressed under NAIADDES include working time arrangements, professional qualification requirements, the examination of administrative and regulatory barriers, the adoption of innovative technologies, such as the River Information Services (RIS), and infrastructure improvements.

IWT Promotion centres: In order to raise the attention of users to transport by inland waterways, the NAIADDES programme suggests the setup of a European network of promotion centres. Such promotion centres already exist in a few Member States with good success and should also be set up in other Member States with a potential of inland waterway transports. The main function of the promotion centres is to advice and to encourage customers at local level to use inland waterways. In the last years, the Commission granted financial incentives for the start-up of promotion centres on the River Elbe, the River Po and on the Danube (Hungary).

More information: (page 14)

https://ec.europa.eu/transport/sites/transport/files/modes/inland/promotion/doc/sec_2011_453.pdf

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	NAIADES II
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Programme
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	IWT Promotion centres
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	Expand the promotion/communication activities regarding the integration of inland navigation into the multimodal logistics chain

Summary of policy:

NAIADES II is an initiative of the European Commission to enhance the use of inland navigation as part of intermodal freight solutions, in order to create a sustainable, competitive and environmentally friendly European wide transport network. The NAIADDES II Communication aims at creating the conditions for inland navigation transport to become a quality mode of transport. It sets out the programme for policy action in the field of inland waterway transport for the period 2014-2020.

Actions are taken in the following key areas of intervention:

1. Quality infrastructure
2. Quality through innovation
3. Smooth functioning of the market
4. Environmental quality through low emissions
5. Skilled workforce and quality jobs
6. Integration of inland navigation into the multimodal logistics chain

Integration of inland waterway transport into the multimodal logistics chain

Integration of this transport mode into the multimodal logistics chain requires infrastructure, services and information streams to be integrated:

- Integration of infrastructure is pursued under the first action area on infrastructure described above.
- Integrating services requires in the first place a more proactive approach from the sector.

Identifying and disseminating best practices may help. Where appropriate, public authorities should keep aside or make available through land use planning enough land along rivers to support inland waterway transport-based logistics activities. Cities should take freight and waste by inland waterway transport fully into account in their Sustainable Urban Mobility Plans and

strategies on city logistics. Regarding the integration of information streams, the Commission has initiated an evaluation of the implementation of Directive 2005/44/EC on harmonised river information services (RIS). RIS services are currently mainly used for traffic management, infrastructure management or safety purposes. The data exchange currently taking place could be expanded and integrated with information streams of other transport modes, taking into account the freight concept. As foreseen in the Directive, the Commission will report to the European Parliament and to the Council to take stock of progress in RIS deployment, identify further development orientations and to examine how to facilitate the adaptation of the technical standards to technical progress in a dynamic way. The process will be monitored by the joint RIS Steering platform.

More information:

<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52013DC0623&from=EN>
(02.04.2019)

Name of the project partner	DST
Name of policy document - EN name (official or unofficial English translation) - original name	HORIZON 2020
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Programme
Geographical coverage (regional/ national/ transnational/ European)	European (Horizon 2020)
What is insufficient/ Lacking in that policy document?	Innovation for inland navigation for all thematic fields than policy support only.
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Dedicated call for proposals for inland navigation rather than being mixed-up with other water-borne modes.

Summary of policy:

Horizon 2020 will raise the level of excellence in Europe's science base and ensure a steady stream of world-class research to secure Europe's long-term competitiveness. It will support the best ideas, develop talent within Europe, provide researchers with access to priority research infrastructure, and make Europe an attractive location for the world's best researchers. Horizon 2020 will: support the most talented and creative individuals and their teams to carry out frontier research of the highest quality by building on the success of the European Research Council (ERC); fund collaborative research to open up new and promising fields of research and innovation through support for Future and Emerging Technologies (FET); provide researchers with excellent training and career development opportunities through the Marie Curie Actions; ensure Europe has world-class research infrastructures (including e-infrastructures) accessible to all researchers in Europe and beyond.

Projects covered:

- Throttle free natural gas engine - High performance throttle free gas engine for trucks on LNG
- Throttle free natural gas engine - High performance throttle free gas engines for inland vessels
- E-ferry - Prototype and full-scale demonstration of next generation 100% electrically powered ferry for passengers and vehicles
- SUCCESS - Sustainable Urban Consolidation CentrES for conStruction
- SRDE - System to Reduce Dust Emission from braking system of automotive vehicles.

Full list of identified policies on European and transnational levels

Name of the project partner	FHOO & UT
Name of policy document - EN name (official or unofficial English translation) - original name	Europe 2020 Strategy
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	No section for modal share promotion analysed
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Integrate modal share promotion especially IWT topics regarding climate change and energy

Summary of policy:

The Europe 2020 strategy is the EU's agenda for growth and jobs for the current decade. It emphasises smart, sustainable and inclusive growth as a way to overcome the structural weaknesses in Europe's economy, improve its competitiveness and productivity and underpin a sustainable social market economy.

Targets: Employment, Research and development (R&D), Climate change and energy, Education, Poverty and social exclusion

Source:

<http://ec.europa.eu/eu2020/pdf/COMPLET%20EN%20BARROSO%20%20%20007%20-%20Europe%202020%20-%20EN%20version.pdf> (02.04.2019)

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	The Industry Alliance for Multimodal (IAM)
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Association
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	Focus on multimodal connectivity and logistics for growth but not especially on IWT
Who is the policy maker of this policy document?	22 EU industry associations
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Private
What can be improved regarding „modal share promotion“?	No major improvement identified

Summary of policy:

The Industry Alliance for Multimodal Connectivity and Logistics, launched in December 2016, is a platform formed by 22 EU industry associations that represent the totality of the transport modes and logistic chain. Competitiveness, reliability, efficiency, sustainability of supply chain, cargo transport, security, safety, and freight services across the European region are among the areas of mutual interest. The Alliance will provide its industry position on topics where there is consensus to EU decision-makers and relevant EU agencies.

- Reduction of air pollution: Decarbonisation, NOx and sulphur emissions
- Intermodality: Combined Transport Directive, interoperability and Inland Waterways connections
- Digitalization: E-transport documents and the Reporting Formalities Directive.

They have decided voluntarily to join forces to work together and in close cooperation with institutional and non-institutional platforms. IAM aims at widening the scope of the discussions to provide a holistic approach that industry would like to be able to promote in a targeted, independent and constructive way.

<https://www.inlandports.eu/media/1%20AM%20Connectivity%20and%20Logistics%20for%20Growth%20-%20Position%20paper%20on%20e-Communication%20and%20Digitalisation%20in%20Logistics%20-%20June%202017%20-%20Final%20version.pdf>

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	Making better use of Europe's waterways
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Private
What can be improved regarding „modal share promotion“?	Dedicated funding schemes and opportunities for fostering the exchange between suppliers and users of inland waterways.

Summary of policy:

More information:

<http://www.maritimeindustries.org/European-Maritime-News-/making-better-use-of-europes-waterways>

The Commission is proposing actions in the following areas:

- Removing bottlenecks: Significant bottlenecks in the form of inadequately dimensioned locks, bridges or fairways and missing links such as the connection between the Seine and the Scheldt river systems are hampering the sector's full development potential. The Commission is proposing to improve transport of waterborne freight by upgrading locks, bridges and navigation channels.
- Greening and innovation: Compared to other land-based modes of transport, inland waterway transport is energy-efficient, safe, almost congestion-free and silent. The Commission will propose measures including new standards for engines to encourage investment in low emission technologies as well as support for research and innovation.
- Better connections to other forms of transport: Priority will be given to improving links between inland waterways, road and rail – with particular attention paid to connections at sea and river ports. Based on its ongoing review of River Information Services, the Commission will make proposals to improve cargo handling facilities and reduce paperwork.
- Investing in a skilled workforce: The waterways sector relies on a skilled workforce. The new proposals are expected to bring broader recognition of qualifications and careers, to improve labour access, and mobility.

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	Amendment of the Combined Transport Directive
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Directive
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	Integrate modal share promotion

Summary of policy:

The Combined Transport Directive (92/106/EEC) is an EU instruments that aims to reduce the negative side-effects of goods transport on the environment (such as CO₂ and other emissions) and on society (such as, congestion, accidents, noise etc) (also called negative externalities) by supporting the shift from long distance road transport to long distance rail, inland waterways and maritime transport as the latter cause less negative externalities. A recent REFIT evaluation of the Directive concluded that the Directive continues to be relevant for achieving EU transport policy's objective as regards the reduction of these negative externalities, however that the effectiveness and the efficiency of the Directive could be further improved. Consequently a revision of the Combined Transport Directive was introduced to the 2017 Commission work programme under REFIT in order to increase regulatory efficiency and reduce costs and burdens.

Proposal for the amendment of the Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States:

<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:31992L0106&from=EN>

COMMISSION STAFF WORKING DOCUMENT REFIT EX-POST EVALUATION of Combined Transport Directive 92/106/EEC - Final Report:

[https://ec.europa.eu/transport/sites/transport/files/facts-fundings/evaluations/doc/swd\(2016\)140-final-report.pdf](https://ec.europa.eu/transport/sites/transport/files/facts-fundings/evaluations/doc/swd(2016)140-final-report.pdf)

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	Women in transport
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	No initiatives regarding modal share
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	Integrate modal share promotion

Summary of policy:

European Commission encourages women to work in the transport sector. Currently only 22% of transport workers are women. At an event in Brussels, Transport Commissioner Violeta Bulc met a few of them, as well as employers, academics and policy makers, to discuss what can be done to attract more women to the sector, at a time when technological progress opens up new opportunities.

More information: https://ec.europa.eu/transport/themes/social/women-transport_en

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	Waterborne
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	Promotion activities
Who is the policy maker of this policy document?	Community of European Shipyards Associations
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Expand the promotion/communication activities regarding the integration of inland navigation into the multimodal logistics chain.

Summary of policy:

Waterborne is an initiative that came forth from the Maritime Industries Forum (MIF) and its R&D committee in 2005 and is making strident efforts to regularly update R&D requirements for European competitiveness, innovation and the meeting of regulations like safety and environment. The stakeholders include EU associations covering deep and short sea shipping, inland waterways, yards, equipment manufacturers, marine leisure industry, research and university institutions, classification societies etc. The so-called stakeholder Support Group is matched by a Mirror Group of government appointed delegates.

The WATERBORNE Technology Platform was launched in January 2005. It builds on the successful efforts of the Maritime Industry Forum (MIF) in publishing two volumes of maritime R&D Master Plans since 1994. WATERBORNE brings together the industry stakeholders with the EU member states, the European Commission services and stakeholders from science and society. A vision of the year 2020 (Vision 2020) was developed and is now followed by this WATERBORNE Strategic Research Agenda (WSRA).

The WSRA addresses the innovation challenges in the next 15 years, summarised under the 3 pillars of the Waterborne Vision 2020:

- Safe, Sustainable and Efficient Waterborne Operations
- A Competitive European Maritime Industry
- Manage and Facilitate Growth and Changing Trade Patterns

Waterborne Vision 2030 & Innovation Opportunities

- Safe, secure and adaptable passenger vessels for inland, inshore and offshore duties
- Flexible craft for coastal and offshore duties
- Green, efficient and flexible inland-waterway vessels

More information: <https://www.waterborne.eu/>

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	European Strategy for Low-Emission Mobility - COM(2016) 501 final
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	Practical solutions; IWT; modal share
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	Integrate modal share promotion especially IWT topics regarding climate change and energy

Summary of policy:

The shift towards low-emission mobility has already started globally and its pace is accelerating. It offers major opportunities. It is an opportunity for European car manufacturers to modernise, embrace new technologies more strongly and regain the trust of consumers. It is also an opportunity for other industries and manufacturers to drive global standards and export their products. Furthermore, it is also an opportunity for innovative energy companies and service providers, as well as for investors to contribute to sustainable growth and provide new jobs. This shift has already started, building on existing EU policies. Now, its pace should be accelerated through this Strategy for low-emission mobility, while ensuring the mobility needs of an efficient internal market and of global connectivity. This will require a wide range of actions. The Action Plan lists those actions this Commission plans to take subject to better regulation principles and processes so as to ensure any measures proposed will be evidence-based, effective, efficient, proportionate and in full respect of subsidiarity. These actions address key levers to tilt the transport sector in the right direction in respect of technology neutrality and contributing to jobs, growth and investment:

1. higher efficiency of the transport system,
2. low-emission alternative energy for transport, and
3. low- and zero emission vehicles.

In addition, horizontal enablers such as the Energy Union strategy, research and innovation, industrial and investment policy, the Digital Single Market Strategies and the skills agenda will support this transformation.

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	Clean Air Programme for Europe COM(2013) 918 final
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Programme
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	No air pollution reduction measures regarding modal share
Who is the policy maker of this policy document?	Commission to the Council, the European Parliament, the European Economic and Social Committee and the Committee of the Regions
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	Integrate modal share promotion especially IWT topics regarding air pollution reduction.

Summary of policy:

The measures in this new strategy build on those presented in the 2005 Thematic Strategy on Air Pollution and will deliver further progress towards long term objectives of the 6th and 7th Environmental Action Programmes. The Strategy is accompanied by a legislative proposal for a revised National Emission Ceilings Directive, and a proposal for a Directive which will for the first time control emissions from Medium sized Combustion Plants and contribute significantly to the achievement of the necessary emissions reductions. The strategy also contains non-regulatory support measures to enhance capacity and co-operation at all political levels, with priority areas including urban air pollution, research and innovation, and the international dimension of air policy.

More information:

<https://www.eea.europa.eu/policy-documents/a-clean-air-programme-for-europe>

Name of the project partner	UT
Name of policy document - EN name (official or unofficial English translation) - original name	MARTEC II (Maritime Technologies)
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Programme
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	Lack developed as a contact point
Who is the policy maker of this policy document?	European Commission ERA-Net scheme
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	More focus on synergies regarding modal share

Summary of policy:

MARTEC II helps to strengthen the European Research Area in waterborne research by coordinating and developing synergies between national and regional maritime research programmes and policies. The activities include the exchange of information and knowledge among national programme owners and programme managers as well as the implementation of distinct joint activities.

The objectives of MARTEC II are:

- To broaden the geographical scope through the inclusion of new countries;
- To intensify cooperation by launching calls and joint programmes;
- To strengthen the dissemination of waterborne research results throughout Europe;
- To structure public support activities for maritime research in Europe to increase complementarities; there will be a focus on joint priority setting and a better coordinated research support portfolio;
- To implement joint actions in particular in the field of waterborne network operation research in attendance of the research themes and management procedures defined in ERA-NET MARTEC;
- To cooperate with the relevant European Technology Platform (WATERBORNE) to increase coordination with respect to the implementation of the SRA in this area;
- To collaborate with the ongoing ERA-NET Transport II to come to an integrated policy approach and a common platform to coordinate research programmes and funding activities.

Name of the project partner	DST
Name of policy document - EN name (official or unofficial English translation) - original name	Scientific Support to the Danube Strategy
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Programme
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	-
Who is the policy maker of this policy document?	Joint Research Centre (JRC)
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Bio-Energy Infrastructure

Summary of policy:

The Joint Research Centre (JRC) provides scientific support to the European Union Strategy for the Danube Region (EUSDR) in two ways. Firstly, it addresses the scientific needs related to the implementation of the EUSDR and thereby helps decision-makers and other stakeholders to identify the policy needs and actions needed for the implementation of the Strategy. Secondly, it contributes to the reinforcement of ties and cooperation amongst the scientific community of the Danube Region.

The Scientific Support to the Danube Strategy initiative is sub-divided into different flagship clusters and activities. They aim to address the scientific challenges faced by the Danube Region from an integrated and cross-cutting perspective, taking into account the interdependencies between various policy priorities.

Four thematic clusters focus on the key resources of the Danube Region, namely water, land and soils, air, and bioenergy.

Name of the project partner	DST
Name of policy document - EN name (official or unofficial English translation) - original name	The Danube Reference Data and Services Infrastructure (DRDSI)
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	Danube Region
What is insufficient/ Lacking in that policy document?	-
Who is the policy maker of this policy document?	Joint Research Centre (JRC)
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Focus lies on general available data on the Danube

Summary of policy:

The Danube Reference Data and Services Infrastructure (DRDSI) are the developers and facilitators of the open data portal storing free open data from the Danube region. The DRDSI Team is located at the JRC, Ispra site in Italy and are made up of a group of scientists with geographical and spatial science backgrounds.

DRDSI and Open Data

The goal of the DRDSI is to make data within the Danube Region open and accessible online for all users. On the DRDSI Portal we have collected thousands of datasets which can be used for developing new research projects, expanding current ideas and connecting scientists.

DRDSI Communication

Via the website (drdsi.jrc.ec.europa.eu) the DRDSI Team encourages users to search the data and participate in communication through the Danube RDSI Community using their social media groups. The Danube RDSI Community is an open forum which promotes information sharing, relevant discussions and transparency to share presentations and documentation as well as spread news and events from your region.

Name of the project partner	UT
Name of policy document - EN name (official or unofficial English translation) - original name	Directive of the European Parliament and of the Council of 12 December 2006 laying down technical requirements for inland waterway vessels
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Directive
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified
Who is the policy maker of this policy document?	European Parliament
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	No major insufficiencies identified

Summary of policy:

Community inland navigation certificates attesting the full compliance of vessels with the aforementioned revised technical requirements should be valid on all Community inland waterways.

It is desirable to ensure a greater degree of harmonisation between the conditions for the issuing of supplementary Community inland navigation certificates by Member States for operations on Zone 1 and 2 waterways (estuaries), as well as for operations on Zone 4 waterways.

In the interests of passenger transport safety, it is desirable that the scope of Directive 82/714/EEC be extended to include passenger vessels designed to carry more than 12 passengers, along the lines of the Rhine Vessel Inspection Regulation.

In the interests of safety, the harmonisation of standards should be at a high level and should be achieved in such a way so as not to result in any reduction in safety standards on any Community inland waterway.

It is appropriate to provide for a transitional regime for vessels in service not yet carrying a Community inland navigation certificate when subjected to a first technical inspection under the revised technical requirements established by this Directive.

It is appropriate, within certain limits and according to the category of vessel concerned, to determine the period of validity of Community inland navigation certificates in each specific case.

Name of the project partner	PGA
Name of policy document - EN name (official or unofficial English translation) - original name	Law on confirmation of the European agreement on main inland waterways of international importance (AGN)
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Law
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified
Who is the policy maker of this policy document?	UNECE
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	-

Summary of policy:

This law confirms the European agreement on main inland waterways of international importance, and it is adopted in 2013.

This agreement defines unique criteria of importance for the improvement of navigability both on existing and on navigable roads that are to be built, as well as technical and exploitation criteria for waterways and ports. The AGN Agreement establishes a unique classification of all inland waterways of Europe, which are divided into seven classes of navigability, where the first three classes have a regional, and the classes 4 - 7 are international. In addition, the dimensions of the boats, or the designs envisaged for sailing along the waterways of certain classes, are also defined.

More information:

<http://www.parlament.gov.rs/upload/archive/files/lat/pdf/zakoni/2013/3008-13Lat.pdf>

Name of the project partner	DST
Name of policy document - EN name (official or unofficial English translation) - original name	INSPIRE
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Directive
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	-
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Focuses on the availability of Geodata

Summary of policy:

The INSPIRE Directive aims to create a European Union spatial data infrastructure for the purposes of EU environmental policies and policies or activities which may have an impact on the environment. This European Spatial Data Infrastructure will enable the sharing of environmental spatial information among public sector organisations, facilitate public access to spatial information across Europe and assist in policy-making across boundaries.

INSPIRE is based on the infrastructures for spatial information established and operated by the Member States of the European Union. The Directive addresses 34 spatial data themes needed for environmental applications.

The Directive came into force on 15 May 2007 and will be implemented in various stages, with full implementation required by 2021.

Name of the project partner	DST
Name of policy document - EN name (official or unofficial English translation) - original name	EUREKA
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Programme
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	-
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Programme focuses on european transnational innovation research.

Summary of policy:

EUREKA is a publicly-funded, intergovernmental network, involving over 40 countries. EUREKA's aim is to enhance European competitiveness by fostering innovation-driven entrepreneurship in Europe, between small and large industry, research institutes and universities. By doing this, EUREKA concentrates the existing potential of experts, of knowledge, research facilities and financial resources in a more efficient way. EUREKA is constantly proving its value through a wealth of success stories – innovative products, processes and services that have been launched onto the market over the last 30 years, creating additional turnover and jobs for European companies, small and large – and by supporting the internationalization of businesses with innovative ideas.

EUREKA is a leading open platform for international cooperation in innovation. It is present in over 40 countries and remains to this day the only initiative of its kind committed to the 'bottom-up' principle - ensuring that any R&D project with a good business plan receives the support it deserves, independent of its technological nature, or the type of organisations involved.

6.10.2 Transnational policies

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	Cohesion Report of DG REGIO
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	-

Summary of policy:

Analysing the current state of the EU's economic, social and territorial cohesion, the Cohesion Report covers all our territories: Europe's economy is bouncing back but disparities persist between and within our Member States. Public investment in the EU is still below pre-crisis levels, while regions and Member States need to invest more to respond to the challenges identified in the reflection paper on the future of EU finances; the digital revolution, globalisation, demographic changes and social cohesion, economic convergence and climate change. The Report suggests an EU-wide policy serving three main purposes: harnessing globalisation, leaving no one behind and supporting structural reforms.

It reports on how cohesion has evolved in EU regions over the recent past and assesses the impact of this on national policies, cohesion policy and other EU policies as required by the Treaty on the Functioning of the European Union. The accompanying Staff Working Document (SWD) consists of 6 chapters: on economic development, social inclusion, sustainable development, improving institutions, national policies and cohesion, and the impact of cohesion policy. The impact of other EU policies is considered in the first four chapters. It reviews the measures linking the effectiveness of the European Structural and Investment (ESI) Funds to sound economic governance, as required by the Regulation on Common Provisions with regard to the Structural Funds.

More information:

http://ec.europa.eu/regional_policy/sources/docoffic/official/reports/cohesion7/7cr.pdf

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	EUSDR
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Strategy
Geographical coverage (regional/ national/ transnational/ European)	Danube Region
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	yes (i.e. viadonau, RoMT)
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	-

Summary of policy:

The EUSDR is implemented, among others, through projects and processes. An EUSDR strategic project would frequently be a result of policy developments and discussions within a EUSDR Priority Area. Identification and implementation of “EUSDR Strategic Projects” aim at: contributing to stronger and clearer strategic focus of the activities and efforts undertaken within the EUSDR Priority Areas as well as fleshing out the ambition and the direction an EUSDR PA would have in certain policy area and supporting and further encouraging joint cooperation between EUSDR states and/or regions, which are strategically important for the Danube region and establishing the ground to further consider the strategic projects/processes within the revision process of EUSDR targets, actions, milestones and roadmaps.

EUSDR strategic projects are projects with high impact and visibility for the EUSDR. As such they could demonstrate the progress achieved in implementing the EUSDR and could strengthen and improve the communication on the EUSDR strategic focus. These projects could also serve as pilot examples for desired future changes (e.g. possible strategic support for embedding them into funding programs/sources). The Danube Region Strategy addresses a wide range of issues; these are divided among 4 pillars and 12 priority areas. Each priority area is managed by two countries as Priority Area Coordinators (PACs).

Important for the Danube Skills Project:

PA 1A: Waterways Mobility:

<http://www.interreg-danube.eu/uploads/media/default/0001/08/b97caa05b49c258eb4241d2c633ca1253788d791.pdf>

PA 1B: Rail-Road-Air Mobility:

https://danube-inco.net/object/document/14467/attach/ANNUAL_REPORT_EUSDR_PA1b_Implementation_30-6-2014.pdf

Name of the project partner	RoMT
Name of policy document - EN name (official or unofficial English translation) - original name	EUSDR (PA 1a)
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	Danube Region
What is insufficient/ Lacking in that policy document?	No major insufficiencies identified
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	Yes (i.e. viadonau, RoMT)
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Enough information regarding the fairway conditions – best practice example

Summary of policy:

The European Commission's Communication establishing the European Union Strategy for the Danube Region (Document COM(2010) 715, 8 Dec. 2010) features three exemplary targets for EUSDR Pillar 1 (Connecting the Danube Region) which are of relevance for EUSDR Priority Area 1a (To improve mobility and multimodality: Inland waterways).

The Priority Area Coordinators of EUSDR Priority Area 1a amended and expanded these three exemplary targets to five targets for which the wording was adopted by all members of the Steering Group (including the European Commission). The final targets for EUSDR Priority Area 1a are as follows:

1. Increase the cargo transport on the river by 20% by 2020 compared to 2010. [target maintained as in EC Communication of Dec. 2010]
2. 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 2020. [target reformulated from EC Communication of Dec. 2010: "Remove existing navigability bottlenecks on the river so as to accommodate type VIb vessels all year round by 2015"]
3. 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. [target reformulated from EC Communication of Dec. 2010: "Development of efficient multimodal terminals at Danube river ports to connect inland waterways with rail and road transport by 2020"]
4. Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2020. [new target; not in EC Communication of Dec. 2010]
5. 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. [new target; not in EC Communication of Dec. 2010]

Name of the project partner	RoMT
Name of policy document - EN name (official or unofficial English translation) - original name	EUSDR (PA 10)
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	Danube Region
What is insufficient/ Lacking in that policy document	-
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	yes (i.e. viadonau, CERONAV)
Involved Target Group (public, private or both sectors)	Both
What can be improved regarding „modal share promotion“?	Missing specialized information centres for providing advice for Danube riparian countries

Summary of policy:

Growing together – together we grow - Stepping up Institutional Capacity and Cooperation in the Danube Region – 2016

Access to funding is an important factor for economic and social development. However, the low absorption of EU funds is a great challenge in the Danube Region. One reason for this is the lack of knowledge about available funding sources. The database “EuroAccess Danube Region” seeks to improve current state.

EuroAccess encompasses the most relevant EU programmes for the Danube Region. The main objective is the development and maintenance of a user-friendly database. It includes full information on EU funding targeted at the Danube Region in the funding period 2014-2020. This tool will allow identification of the most suitable EU programme for each type of organization and project in the area.

The relevant programmes cover seven highly different fields of action, which roughly correspond with the priorities of the European Union for the funding period 2014-2020. The database contains funding information in the following thematic areas: environment and climate change, science and research, education, youth and culture, health and sports, employment and social policies, infrastructure and transport, as well as energy.

The search tool is built from the perspective of potential applicants. Any organization developing a project can enter the criteria of its individual scheme, such as thematic focus, funding area, applicant’s type of organisation and type of funding. A detailed description of the programme helps promoters to determine whether a funding programme fits to the project idea. Additionally, the database informs about submission requirements. The information in the database is up to date. A regular newsletter keeps potential applicants informed about the operating of new calls on topics, as defined by the user.

Name of the project partner	UT
Name of policy document - EN name (official or unofficial English translation) - original name	RAINWAT
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Agreement
Geographical coverage (regional/ national/ transnational/ European)	Transnational coverage
What is insufficient/ Lacking in that policy document	No section for modal share promotion analysed
Who is the policy maker of this policy document?	Ministry of Transport, Information Technology and Communications
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	More focus on synergies regarding modal share.

Summary of policy:

RAINWAT - *Regional Arrangement on the Radiocommunication Service for Inland Waterways*

Done between administrations of the following countries: Austria, Belgium, Bulgaria, Croatia, Czech Republic, France, Germany, Hungary, Luxembourg, Moldova, Montenegro, the Netherlands, Poland, Romania, Serbia, Slovakia and Switzerland.

In accordance with Art. (6) of the International Telecommunication Union Radio Regulations (WP), the undersigned delegates of the administrations of those States, who wish to apply common principles and rules on the safety of persons and goods on inland waterways, considering that:

- Harmonization of radiotelephone services will contribute to safer inland waterway navigation;
- Harmonization will facilitate a more efficient and effective use of radio spectrum;
- Harmonization will also contribute to a more efficient and cost-effective performance of ship management, have adopted, by common accord, subject to subsequent approval, the following provisions for the radiotelephone service on inland waterways in their territory.

A committee called RAINWAT (RANIVAT) was created to administer, harmonize and optimize the Regional Agreement.

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	Platform for Multimodality and Logistics in Inland Ports
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Plan
Geographical coverage (regional/ national/ transnational/ European)	Transnational
What is insufficient/ Lacking in that policy document	No major insufficiencies identified
Who is the policy maker of this policy document?	European Commission
Do you co-operate with that policy maker already? (yes, no)	no
Involved Target Group (public, private or both sectors)	Private
What can be improved regarding „modal share promotion“?	-

Summary of policy:

Recommendations by stakeholders of inland ports in order to reduce barriers and to benefit from opportunities to facilitate multimodal logistics using inland waterways. Within the period of November 2014 to August 2015 the Platform for Multimodality and Logistics in Inland Ports (the Platform) brought together major stakeholders and experts from inland ports, logistics and transportation companies, operators, as well as shippers. The Platform defined the role that inland ports shall play in an integrated multimodal logistics chain, as drivers of economic growth. The objective was to identify barriers, good practices and to give policy recommendations in order to reap the full potential of inland ports.

More information:

<https://ec.europa.eu/transport/sites/transport/files/modes/inland/doc/2015-07-logistics-inland-ports-platform-long-position-paper.pdf>

Name of the project partner	FHOO
Name of policy document - EN name (official or unofficial English translation) - original name	Establish European Logistics Advisory Network (ELAN)
Policy cluster - (agreement, association, directive, law, plan, programme, regulation, strategy)	Association
Geographical coverage (regional/ national/ transnational/ European)	European
What is insufficient/ Lacking in that policy document?	Limited in terms of geographic scope only to Western EU.
Who is the policy maker of this policy document?	ELAN
Do you co-operate with that policy maker already? (yes, no)	yes
Involved Target Group (public, private or both sectors)	Public
What can be improved regarding „modal share promotion“?	Usage of that network of promotion centres on inland navigation for being interlinked with the Danube Logistics Promotion Centres.

Summary of policy:

Actions in ELAN:

1. Setting up of a network of logistics facilitators,
2. Active non-commercial consultancy to logistics decision makers: providing information on modal shift opportunities and support to redesign logistic chains with all its implications, impacts and requirements,
3. Organisation of business dating events and high level conferences.

Establish European Logistics Advisory Network (ELAN) as pilot to provide neutral information on logistics offers to (potential) clients → Implementation measures of NAIADES II, Version V1.0: 01.09.2015 – first public version

More information:

<https://ec.europa.eu/transport/sites/transport/files/modes/inland/promotion/doc/2016-01-05-naiades-ii-implementation-measures.pdf> (08.04.2019)

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9. List of abbreviations

ASPs	Associated Strategic Partners
BMA	Executive Agency Maritime Administration
CCNR	Central Commission for the Navigation of the Rhine
CER	CERONAV – Romanian Maritime Training Centre
CRUP	Inland Navigation Development Centre Ltd.
CzMT	Ministry of Transport of the Czech Republic
DC	Danube Commission
DMS	Document Management Section
DS	Danube SKILLS
DST	Development Centre for Ship Technology and Transport Systems
DTP	Danube Transnational Programme
EC	European Commission
EEC	European Economic Community
ETF	European Transport Workers' Federation
FHOO	University of Applied Sciences Upper Austria Research & Development Ltd.
FPZ	Faculty of Transport and Traffic Sciences
IWT	Inland Water Transport
LP	Lead Partner

MA	Managing Authority
MoT	Ministry of Transport
MinDop	Ministry of Transport and Construction of the Slovak Republic
MSB	Maritime School Bratislava
ML	Management level
PGA	Port Governance Agency
PP(s)	Project Partner(s)
RoMT	Romanian Ministry of Transport
RSOE	National Association of Radio Distress-signalling and Infocommunications
SBBH	School of shipping, shipbuilding and hydrobuilding
SC	International Sava River Basin Commission
UPIR	Union of Inland Ports
VBW	Association for European Inland Navigation and waterways
VIA	viadonau – Austrian Waterway Company
WP	Work Package
WPL	Work Package Leader

Project website: www.interreg-danube.eu/danube-skills