



# COMMON DANUBE REPORT 2013

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Impressum

NEWADA duo project consortium

Network of Danube Waterway Administrations – data and user orientation

Information about the project consortium can be found on pp. 30-31

Fotos: viadonau, NEWADA duo

Layout: viadonau



## 1 Scope of the document

Common Danube Report 2012-2013 is a joint report of Danube waterway administrations. It contains performance indicators for the Danube River related to provision of information on navigation conditions, availability of the Danube fairway and closures of navigation, cargo and passengers transport volume, stakeholders' involvement and partnerships, international initiatives and common transnational projects, as well as plans for the future cooperation of Danube waterway administrations.

The purpose of this document is to raise awareness on the Danube River as an international waterway of the utmost importance for the Danube region by using concrete figures and performance indicators.

This is for the first time that Danube waterway administrations, gathered within the NEWADA duo project, prepared together such a comprehensive document.



TRANSPORT VOLUME	37.2 Million Tons
% CHANGE OVER 2011	- 2%

TRANSPORT PER COMMODITY TYPE	
Metal ores and other products of mining and quarrying	49%
Agriculture	19%
Coke and refined petroleum products	9%
Coal and lignite, crude petroleum and natural gas	8%
Chemicals	6%
Base metals and metal products	5%
Other	4%

PASSENGER TRANSPORT	OVER 1.500.000 PASSENGERS
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FAIRWAY AVAILABILITY	294 days (81%)
LOCAL CLOSURES	45 days (12%)
CLOSURES DUE TO ICE	27 days (7%)
AVAILABILITY OF LOCKS	365 days (100%)

## 2 Highlights 2012



## 3 In the same boat

Dear Danube waterway clients,

The Danube waterway administrations started one of the most comprehensive and challenging projects so far – the NEWADA duo project. **Comprehensive**, as it is covering the widest range of inland navigation activities on the Danube River in a transnational context; and **challenging**, as the objectives for the next period are set at a very high level.

Danube navigation is **at the crossroads**. It will either continue to operate in the same way as in the past and stagnate, or it will be energized by innovations and new client-oriented services and start to utilize its full potential, for the benefit of the people in the entire Danube region.



The Danube waterway administrations are aware of weak points and bottlenecks identified by our stakeholders and clients of the Danube waterway. We are not neglecting the reality, but rather facing it with a clear vision. A vision which is shared among all Danube waterway administrations and which will, we hope, be shared among all Danube waterway clients and users. At the end, we are all in the same boat.

The report you are going to be reading is the result of joint efforts of Danube waterway administrations and is a part of our customer-oriented waterway management system with clear performance indicators - a system which we are jointly introducing.

The Danube River is one waterway and has a value for waterway transport only if it is observed and treated as such; unique and full of potential for cooperation and utilization of business opportunities.

In the hope that we meet your expectations,

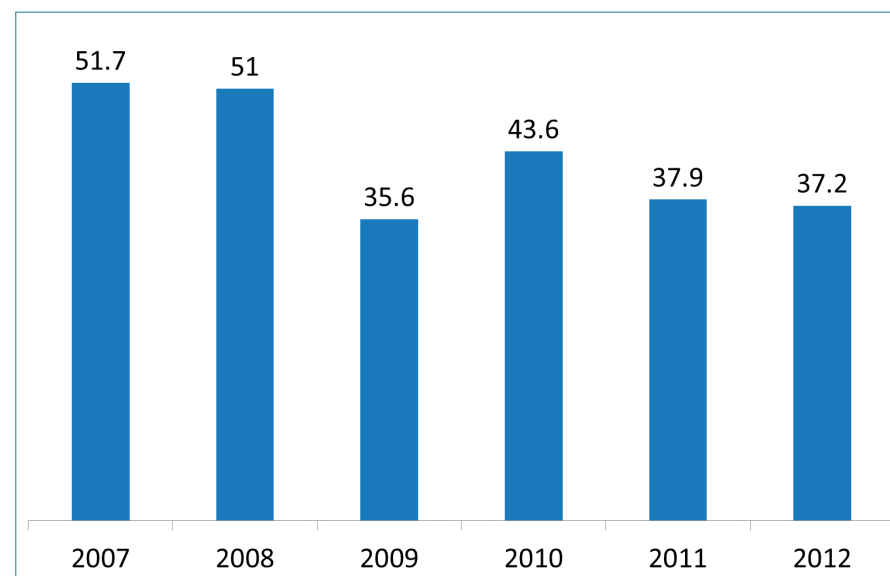
Sincerely,  
The NEWADA duo Board of Directors

Common vision of Danube waterway administrations: "We, the Danube waterway administrations, want to achieve a common level of availability and harmonized level of services for clients of the Danube waterway, in order to make it a sustainable part of the transport and logistic chains at European-wide level."

## 4 Level of transport volume

Total volumes of inland waterway transport on the Danube River amounted to 37.2 million tons in 2012, which is a slight drop of 2% compared to the 37.9 million tons reached in 2011 (Figure 1).

Overall, Danube waterway transport is still far behind the volume from the period before the financial-economic crises of the end of 2008. The total Danube transport volume from 2012 is 38% lower than the transport volume from the year 2008.



Note 1: Data in Million tons  
Note 2: Data for 2012 are the latest transport volume data available for all countries  
Source: National statistics offices, aggregation and graph by the NEWADA duo team

FIGURE 1: DANUBE CARGO TRANSPORT VOLUME FOR THE PERIOD 2007-2012

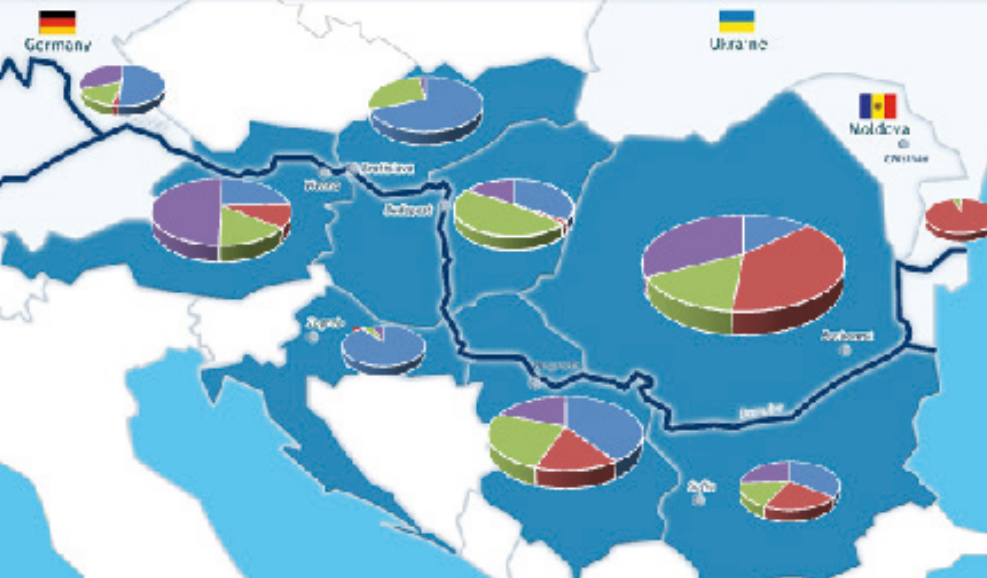


FIGURE 2: DANUBE CARGO TRANSPORT VOLUME IN 2012  
Source: National statistics offices, graph prepared by the NEWADA duo team

	DE	AT	SK	HU	HR	RS	RO	BG	MD	UA
Transit	3.37	2.74	5.49	2.85	5.18	4.91	2.31	2.31	3.63	0.00
Domestic	0.13	1.24	0.04	0.16	0.05	1.79	6.76	1.41	0.00	0.03
Export	1.03	1.62	2.29	3.99	0.26	3.10	2.82	1.08	0.01	3.49
Import	2.06	5.52	0.20	1.34	0.31	2.31	5.74	1.69	0.18	0.15
TOTAL	6.59	11.12	8.02	8.34	5.80	12.11	17.63	6.49	3.82	3.66

TABLE 1: DANUBE TRANSPORT VOLUME PER COUNTRY IN 2012

Note: Data in million tons  
Source: National statistics offices, table prepared by the NEWADA duo team

Disposition of the transport volume per country and per type (export, import, transit, and domestic) is presented in the Figure 2.

The largest overall transport volume was measured in Romania (17.6 million tons), Serbia (12.1 million tons) and Austria (11.1 million tons).

The biggest export among Danube riparian countries was recorded in Ukraine (3.5 million tons), Serbia (3.1 million tons) and Romania (2.8 million tons), while in import, the biggest figures were achieved by Romania (5.7 million tons), Austria (5.5 million tons) and Serbia (2.3 million tons). The largest volume in transit transport was recorded in Slovakia (5.5 million tons), Croatia (5.1 million tons) and Serbia (4.9 million tons). The biggest volume of domestic transport was identified in Romania (6.8 million tons), Serbia (1.8 million tons) and Bulgaria (1.4 million tons). Detailed data on transport per country is shown in Table 1.

Almost half of the transported goods on the Danube River in 2012 were metal ores and other products of mining and quarrying (49%), while 19% of the transported goods were products of agriculture. Remarkable shares were also achieved by coke and refined petroleum products (9%), coal and lignite, crude petroleum and natural gas (8%), chemicals (6%) as well as base metals and metal products (5%). The transport volume per commodities for 2012 is presented at the Figure 3.

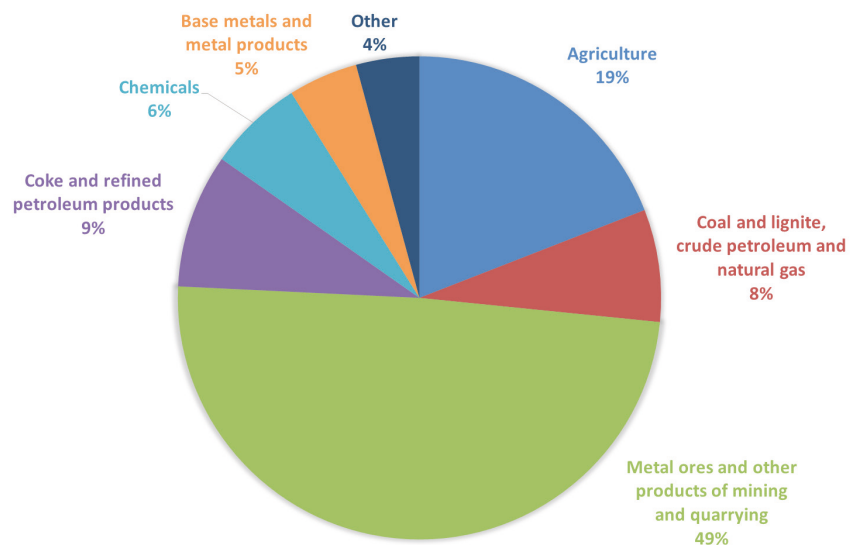


FIGURE 3: TRANSPORT VOLUME PER COMMODITY TYPES IN 2012

Inland waterways transport is traditionally oriented towards bulky and massive cargo, such as metal ores, agricultural products and oil and petroleum products, achieving an economy of scale. Another segment of the market is standardized container transport, connecting the Danube waterway to other multimodal transport chains.

## 5 Transport volume per commodity types



## 6 Continued growth of Danube passenger transport

Passenger transport and cruise journeys on the Danube River are showing an increasing trend for a number of years. Such a trend was continued in 2012. A total number of over 1.5 Million passengers was reached in 2012. This figure includes cruise journeys as well as daily line-transport routes.





## 7 Closures of navigation in 2012

A complete closure of navigation on the entire course of the Danube River occurred in February 2012 due to severe ice conditions. The ice period, during which navigation was completely closed on the majority of Danube stretches, lasted for 27 days (7%), affecting the overall transport volume figures on the Danube River (Figure 3). Ice of such a magnitude and duration with such a strong negative impact on navigation is however very rare on the Danube River.

The rest of closures of navigation in 2012 were locally limited and mostly related to unfavorable meteorological conditions (such as wind on 33 occasions, mostly in the Iron Gate area and on the Danube-Black Sea Canal, and fog on 8

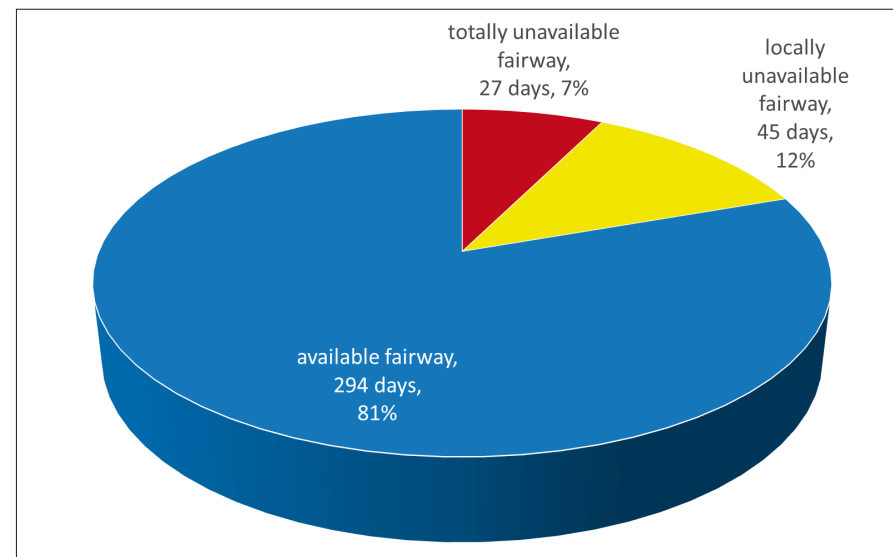


FIGURE 4: AVAILABILITY OF THE DANUBE FAIRWAY IN 2012

occasions on the Danube-Black Sea Canal), 13 occasional events (such as fireworks, sport manifestations, and, for the first time ever, strikes and blockages of the fairway) and 2 accidents. Those closures lasted in total 45 days, with average duration of less than 1 day and were limited to small stretches, not influencing navigation on the rest of the Danube River.

For the rest of 294 days (81%) in 2012, the whole Danube fairway was available for navigation.



In Table 2, data on the number of days with achieved Level of service in terms of available fairway parameters are presented, per stretches of the Danube River. Levels of Service with regard to fairway depth and width have been introduced by the Danube waterway administrations, in order to present the continuity of the whole fairway with relevant fairway depth, even sometimes with reduced fairway width.

## 8 Fairway parameters availability in 2012 and 2013

River stretch	rkm	Number of days (and % of the year) with guaranteed fairway width (m)							
		40 m	60 m	80 m	100 m	120 m	150 m	200 m	
Melk – Krems (Wachau)	2038.0 - 1998.0	366 (100%)	366 (100%)	366 (100%)	Not calculated				
Vienna – AT/SK border	1921.0 - 1872.7	318 (87%)	318 (87%)	318 (87%)	Not calculated				
???	1796.3 - 1795.8	-	-	366	264	264			
Nyergesújfalu (Hungarian data)	1735.5 - 1733.7	361 (99%)	304 (83%)	300 (82%)	268 (78%)	254 (69%)	171 (47%)	27 (7%)	
Kisapostag	1567.3 - 1566.1	346 (95%)	317 (87%)	312 (85%)	287 (78%)	278 (76%)	270 (74%)	230 (63%)	
Solt	1558.5 - 1557.5	365 (100%)	365 (100%)	349 (95%)	293 (80%)	58 (16%)	31 (8%)	15 (4%)	
Apatin	1.433 - 1.299	-	-	-	366 (100%)	271 (74%)	195 (53%)	2 (1%)	
Futog	1.299 - 1.170	-	-	-	366 (100%)	366 (100%)	209 (84%)	190 (52%)	
Dobrina	761 - 759	-	-	-	366 (100%)	362 (99%)	260 (71%)		
Bechet	678 - 676	-	-	-	366 (100%)	349 (95%)	286 (78%)	195 (53%)	

Corabia	629 - 628	-	-	-	366 (100%)	338 (92%)	278 (76%)	198 (54%)
Milka island	569 - 567	366 (100%)	344 (94%)	324 (89%)	316 (86%)	253 (69%)	85 (23%)	25 (7%)
Belene island	567 - 564	366 (100%)	366 (100%)	346 (95%)	288 (79%)	254 (69%)	218 (60%)	57 (16%)
Countour island	563 - 560	366 (100%)	366 (100%)	347 (95%)	280 (77%)	168 (46%)	99 (27%)	5 (1%)
Vardim island	544 - 541	366 (100%)	358 (98%)	331 (90%)	265 (72%)	212 (58%)	143 (39%)	17 (5%)
Gaska island	541 - 537	366 (100%)	366 (100%)	366 (100%)	349 (95%)	211 (58%)	95 (26%)	25 (7%)
Cernavoda	297 - 296	-	-	-	366 (100%)	342 (93%)	271 (74%)	228 (62%)
Seimeni	290 - 289	-	-	366 (100%)	315 (86%)	269 (73%)	0	0
Albanesti	276 - 275	-	-	-	366 (100%)	363 (99%)	308 (84%)	255 (70%)
Harsova	252 - 251	-	-	-	366 (100%)	361 (99%)	311 (85%)	5 (1%)

TABLE 2: AVAILABILITY OF 2.5 M DEPTH AND SELECTED WIDTH OF THE FAIRWAY IN 2012

River stretch	rkm	Number of days (and % of the year) with guaranteed fairway width (m)						
		40 m	60 m	80 m	100 m	120 m	150 m	200 m
Melk – Krems (Wachau)	2038.0 - 1998.0	365 (100%)	365 (100%)	365 (100%)	Not calculated			
Vienna – AT/SK border	1921.0 - 1872.7	318 (87%)	318 (87%)	318 (87%)	Not calculated			
???	1796.3 - 1795.8	-	-	365 (100%)	283 (78%)	283 (78%)		
Nyergesújfalu (Hungarian data)	1735.5 - 1733.7	364 (99%)	314 (86%)	310 (85%)	304 (83%)	260 (71%)	192 (52%)	98 (27%)
Kisapostag	1567.3 - 1566.1	346 (95%)	317 (87%)	312 (85%)	287 (78%)	278 (76%)	270 (74%)	230 (63%)
Solt	1558.5 - 1557.5	365 (100%)	365 (100%)	355 (97%)	318 (87%)	131 (36%)	106 (29%)	77 (21%)
Apatin	1.433 - 1.299	-	-	-	365 (100%)	313 (86%)	284 (78%)	189 (52%)
Futog	1.299 - 1.170	-	-	-	234 (64%)	228 (62%)	213 (58%)	199 (55%)
Milka island	569 - 567	365 (100%)	350 (96%)	330 (90%)	306 (84%)	265 (73%)	195 (53%)	144 (39%)
Countour island	563 - 560	365 (100%)	352 (96%)	348 (95%)	322 (88%)	317 (87%)	287 (79%)	151 (41%)



Vardim island	544 - 541	365 (100%)	365 (100%)	365 (100%)	365 (100%)	343 (94%)	175 (48%)	37 (10%)
Batin island	525 - 522	365 (100%)	364 (100%)	328 (90%)	298 (82%)	296 (81%)	183 (50%)	28 (8%)
Salcia	823 - 820	-	-	-	365 (100%)	362 (99%)	340 (93%)	322 (88%)
Dobrina	761 - 759	-	-	-	365 (100%)	340 (93%)	283 (78%)	0
Bechet	678 - 676	-	-	-	365 (100%)	331 (91%)	319 (87%)	249 (60%)
Corabia	629 - 628	-	-	-	365 (100%)	365 (100%)	335 (92%)	227 (62%)
Cernavoda	297 - 296	-	-	-	365 (100%)	340 (93%)	285 (78%)	264 (72%)
Seimeni	290 - 289	-	-	365 (100%)	333 (91%)	278 (76%)	0	0
Albanesti	276 - 275	-	-	-	365 (100%)	365 (100%)	362 (94%)	278 (72%)

TABLE 3: AVAILABILITY OF 2.5 M DEPTH AND SELECTED WIDTH OF THE FAIRWAY IN 2013

## Precise information at the right time

The provision of fairway information is one of the basic and most important activities for inland waterway users. The first joint Danube market survey on the provision of fairway information was launched within the NEWADA duo project. The basic purpose of the joint Danube survey was to evaluate and investigate the status quo regarding the following issues: relevance, visibility and quality of information on navigation conditions provided by Danube waterway administrations. The survey questionnaire was available online on the NEWADA duo web site ([www.newada-duo.eu](http://www.newada-duo.eu)) in the period between February and April 2013, in the following 8 languages: English, German, Slovakian, Hungarian, Croatian, Serbian, Romanian, and Bulgarian. A total number of 114 stakeholders participated in this survey, covering the major stretch of the Danube River (Figure 5).

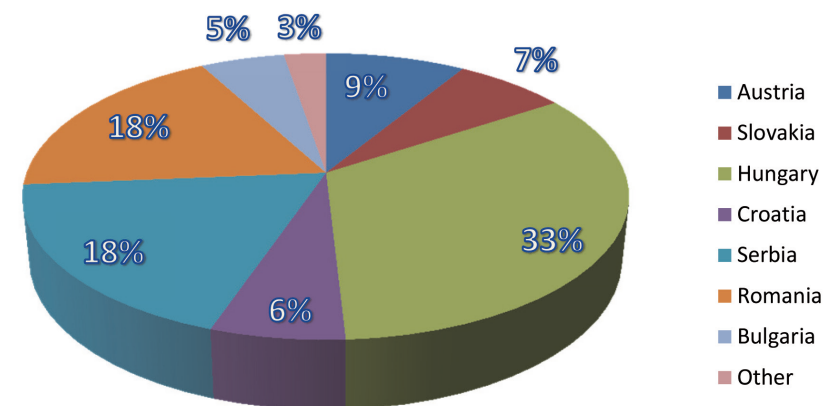


FIGURE 5: SCOPE OF THE SURVEY ON PROVISION OF DANUBE FAIRWAY INFORMATION



FIGURE 6: WLAN NETWORK ALONG THE DANUBE RIVER

The information collected during the survey serve as guidelines for future improvements in the process of harmonization of quality and frequency of fairway information provision for the entire Danube River.

The Danube waterway administrations are continuously developing and improving the Fairway Information Services (FIS) web portal, as one unique window for all Danube navigation related data (water levels, critical sectors, notices to skippers, data on waterway infrastructure, electronic navigation charts, and authority's contacts). An improved version of the Danube FIS portal will be available in 2014. Next to that, the WLAN network which has been established along the Danube is under improvement, providing the necessary link to up-to-date navigation conditions information.

River Information Services (RIS) are either implemented or under implementation in all Danube countries. Soon, usage of RIS will be mandatory all along the entire stretch of the Danube River. This will improve safety of navigation by provision of accurate and real-time information on navigation conditions and improve traffic management systems. The current status of implementation and availability of RIS services along the Danube River is given in Table 4.

Service	AT	SK	HU	HR	RS	RO	BG
AIS coverage	100%	100%	100%	100%	100%		100%
Tracking and tracing	Yes	Yes	Yes	Yes	Yes	Partially	Yes
ENCs	Yes	Yes	Yes	Yes	Yes	Yes	Yes
NtS	Yes	Yes	Yes	Yes	Yes	Yes	Yes
ERI	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Electronic lock management system	Yes	Yes	No locks	No locks	Yes	Yes	No locks
Hull database	Yes	Yes	Yes	Yes	Yes	Pending	Pending
Is RIS obligatory?	Yes	Yes	Yes	Pending	Yes	Pending	Pending

TABLE 4: AVAILABILITY OF RIS SERVICES ALONG THE DANUBE RIVER

Stakeholder workshops bring together ship masters, transport and logistics companies, ports, NGOs, and policy makers, ensuring that all parties interested in inland navigation on the Danube River are given a chance to speak and to be heard. In total, more than 120 stakeholders participated at the first round of workshops organized in 7 Danube countries: Austria (Vienna), Slovakia (Bratislava), Hungary (Budapest), Croatia (Vukovar), Serbia (Belgrade), Romania (Constanta), and Bulgaria (Rousse). These workshops were organized in the period between April and July 2013.

The most important topics identified in these workshops include:

- Availability and reliability of the fairway
- Existence of navigation bottlenecks
- Harmonization of the quality of waterway data from different countries
- Relation between navigation and environmental and nature protection

## 10 Strengthening the partnership with stakeholders



FIGURE 7: STAKEHOLDERS' WORKSHOPS HELD IN 2013



- Waste management in inland navigation
- Existence of administrative barriers in inland navigation
- Age structure of employees in the navigation business



Some of these topics can be and are currently targeted within the NEWADA duo project. Important topics which are not the subject of the NEWADA duo project have been identified and will be handled in the framework of follow-up projects.



National stakeholders workshops, organized within the NEWADA duo project, are designed as open communication platforms with the idea to bring all interested parties together, so that the most important topics related to inland navigation can be identified and openly discussed. These workshops are part of a new approach towards a more effective joint communication strategy of Danube waterway administrations. The aim is to improve visibility and raise awareness on the importance of the proper utilization of the Danube waterway, and creating benefits for the wider community.



The second round of national stakeholders' workshops is planned until the end of 2014, when the NEWADA duo project team will present the achievements and results of the project. It will be an opportunity to see if the expectations of our stakeholders have been met.

At the end, the ultimate test for the level of success of every project is the impact made on identified and targeted stakeholders.





In December 2010, the European Commission adopted the EU Strategy for the Danube Region (EUSDR), whose implementation was launched in 2011. Austria and Romania are jointly coordinating Priority Area 1a of the Strategy – **To improve mobility and multimodality: Inland waterways**. In the first year of the Strategy's implementation, a Steering Committee and five thematic Working Groups were established within the Priority Area 1a.

Members of the Steering Committee include representatives of the ministries responsible for inland waterways in the 14 Danube countries, the European Commission (three Directorate-Generals), river commissions and other relevant organizations. The aim of the aforementioned meetings is to bring together the key players of

## 11 Utilizing ideas through projects and initiatives

Priority Area 1a to discuss the implementation of the Strategy on the basis of specific measures and current issues. Subject-specific issues are discussed at expert level in the Working Groups. Four Working Group meetings and five Steering Committee meetings have been held to date.

### Danube Strategy targets

At the operational core of the Strategy lies an Action Plan defining fields of action and respective measures for all priority areas. As far as inland waterways are concerned, the following five targets agreed between the Danube riparian states and the European Commission should be achieved:

- Increase cargo transport on the river by 20% by 2020 compared to 2010.
- Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015.
- Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020.
- Implement harmonized River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data; preferably by 2015.
- Solve the shortage of qualified personnel and harmonized education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of such measures.

## Main policies and actions

With regard to inland waterway infrastructure projects, raising political awareness for the importance of an integrated approach in planning and implementation while taking into consideration environmental objectives and needs is one of the priorities in Priority Area 1a. Only such an approach can create the necessary framework conditions for the implementation of relevant projects along the Danube in a sustainable and successful way. This initiative is based on the planning guidelines contained in the [Joint Statement on Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube River Basin](#), developed by the three river commissions in the Danube region (i.e. DC, ISRBC and ICPDR), and the [Manual on Good Practices in Sustainable Waterway Planning](#), developed in the framework of the PLATINA project (platform for the implementation of the EU's NAIADES action programme).



Currently, integrative projects are on-going in Austria (pilot project Bad Deutsch-Altenburg to the east of Vienna), Serbia (river training and dredging works on selected locations between Backa Palanka and Belgrade) and Romania (improving navigation conditions between Călărași and Brăila).

In order to establish a more harmonized approach in improving navigation conditions on the lower Danube, an Inter-ministerial [Committee for Sustainable Development of Inland Waterway Transport](#) on the Romanian–Bulgarian common sector of the Danube was set up in 2012 on the basis of a [Memorandum of Understanding](#) signed by the Bulgarian and Romanian Ministers of Transport on 11 October 2012. One of the tasks of the Committee is the elaboration of an action plan for common projects and activities between the two countries. To date, four bilateral meetings took place with the participation of the European Commission and other stakeholders, e.g. the navigation sector and environmental NGOs.

Based on an initiative by the inland navigation sector, EU Commissioners Hahn (DG REGIO) and Kallas (DG MOVE) invited the transport ministers of the Danube countries to a first joint meeting in the context of the Danube Strategy which took place in Luxemburg in June 2012. There, the ministers signed a [Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries](#) which reasserts existing obligations to maintain the fairway to a good standard and undertake measures to tackle problems like low water or ice. With the exception of Hungary and Ukraine, to date, all riparian countries have endorsed the



Declaration. The role of the Coordinators of Priority Area 1a of the EUSDR is to monitor the implementation of the declaration. At the last meeting of the Steering Group in April 2013, the Danube riparian states agreed to prepare a [Waterway Maintenance Master Plan for the Danube](#). The main work on this Master Plan will be achieved in Work Package 6 of the NEWADA duo project - [integrated waterway management](#) - in the form of a needs assessment regarding investments in equipment and infrastructure which will be needed in order to achieve and maintain a specific level of service in waterway maintenance on the Danube River.

In the field of River Information Services (RIS), i.e. harmonized information services in support of traffic and transport management applying telematics in inland navigation, the Danube countries

represented in the Steering Group of Priority Area 1a of the EUSDR agreed on an [Appeal](#) concerning the data exchange in River Information Services in April 2013. The appeal, directed towards the European Commission and to the partner governments involved in the EUSDR, calls for necessary legislative measures to create a sufficient legal basis for RIS data exchange with and among authorities in a multilateral way including third countries along the Danube as well as for the necessary legislative basis for RIS data exchange with logistical users on national level.

### Projects with transnational impact

In order to accomplish the five goals defined for the area of inland waterways of the EU Strategy for the Danube Region, the Action Plan presents projects with a transnational impact by way of examples to stimulate further initiatives as the Strategy progresses. Project examples listed in the EUSDR's Action Plan as "stimulators" for further action include: PLATINA, NEWADA, IRIS Europe, NELI and WANDA.

The successful cooperation between Danube waterway management authorities was continued with the launch of NEWADA duo in April 2012. The project primarily aims at establishing a standardized level of services for the Danube waterway by enhancing the quality of waterway maintenance and the related basic data, implementing a Danube portal for fairway information services and developing innovative waterway management tools.

In the field of River Information Services (RIS), the IRIS Europe 3 project was launched to continue the coordinated implementation of RIS in Europe. The project will continue previous work



and will place special emphasis on the functional and qualitative further development and the harmonized implementation of RIS. Moreover, the results of RISING, an EU project completed in 2012, were built on to actively increase the availability of RIS for users from the logistics sector. An important means to accomplish this goal is the international exchange of RIS data, which was launched by IRIS Europe 3.

Regarding education and training in inland navigation, the NELI project, which was completed in March 2012, provided numerous visible results in the Danube region. In addition to the preparation of course and teaching materials, activities focused on the dissemination of the „INeS Danube“ e-learning platform in the Danube countries and on the pilot operation of the four Danube Information and Training Centers established as part of the project. The HINT project launched in December 2012 will continue the work of NELI.

As regards to projects related to the disposal of ship-borne waste, WANDA was successfully completed in March 2012. To implement the measures proposed within the project, the European Commission has approved a follow-up project entitled CO-WANDA, focusing on the further development of the existing ship waste management systems along the Danube, on comprehensive pilot testing and on the development of an international convention including rules and regulations for ship-borne waste management.

## 12 Keeping the right track



Road and rail infrastructure capacity is close to saturation; in order to increase transport and mobility, the usage of inland waterways is inevitable. The network of waterway administrations is preparing performance indicators to attract support from decision-makers in comparing the competitiveness of IWT with other modes of transport.

Performance indicators will also support administrations to improve efficiency and overall performance of navigation on the Danube. This tool will guide all organizations responsible for development, operation, maintenance and management of navigation on the Danube River.

Needs assessment on fairway maintenance is being conducted for addressing “gaps” between the quality of current fairway maintenance and the desired conditions according to a specific base level of service, which will be defined on the basis of the performance indicators. According to the findings of this needs assessment, we are aiming for further resources to finance both development and improvements. This needs assessment is the starting phase for future investments, where sustainability of the network will be one of the main priorities.

The aim of the network of waterway administrations along the Danube is to reach a common level of service, where users of the waterway will not see/feel much difference between Danube riparian countries.

This network of waterway administrations envisaged to provide not just a reasonable level of quality of information for navigability, but also the navigability of the Danube River itself.

# 14 We stay at your disposal

## Austria via donau – Austrian Waterway Company

Donau-City-  
Straße 1  
A-1220 Vienna  
Austria  
00 43 50 4321 1000  
office@viadonau.org  
www.viadonau.org  
facebook.com/viadonau  
youtube.com/user/ViaDonau

## Slovakia SVP - Slovak Water Management Enterprise

Radnicne  
namestie 8,  
969 55 Banska  
Stiavnica,  
Slovakia  
+421 45 6945 111  
gr@svp.sk  
www.svp.sk  
Media contact (spokesman):  
+421 45 6945 115  
hovorca@svp.sk

## Hungary OVf - General Directorate of Water Management

Márvány 1/D  
1012 Budapest,  
Hungary  
00 361 225 4400  
ovf@ovf.hu  
www.ovf.hu  
facebook.com/vizugy

## Hungary RSOE - National Association of Radio Distress-signalling and Infocommunications

Elnök u. 1.  
H-1089 Buda-  
pest,  
Hungary  
00 36 1 303 0168  
www.rsoe.hu  
info@rsoe.hu

## Croatia AVP - Agency for Inland Waterways

Parobrodarska 5  
32000 Vukovar  
Republic of  
Croatia  
00 385 32 450 613  
Fax: 00 385 32 450 653  
www.vodniputovi.hr  
vodniputovi@vodniputovi.hr

## Serbia Directorate for Inland Waterways Plovput

Francuska 9,  
11000 Belgrade,  
Republic of  
Serbia  
00 381 11 3029 801  
office@plovput.gov.rs  
www.plovput.gov.rs  
twitter.com/plovput  
facebook.com/plovput  
youtube.com/user/Plovput1963  
instagram.com/plovput#

## Romania AFDJ – River Administration of the Lower Danube Galati

Portului street,  
no. 32  
800025 Galati,  
Romania  
+40 236 460812  
secretariat@afdj.ro  
www.afdj.ro

## Romania ACN – Administration of the Navigable Canals SH

Portului street,  
no. 32  
800025 Galati,  
Romania  
+40 236 460812  
secretariat@afdj.ro  
www.afdj.ro

## Bulgaria EAEMDR – Executive Agency for Exploration and Maintenance of the Danube River

6 Slavyanska  
Str.  
7000, Ruse  
Republic of  
Bulgaria  
00 359 82823133  
appd@appd-bg.org  
www.appd-bg.org  
facebook.com/pages/Изпълнителна-Агенция-Проучване-и-Поддържане-на-река-Дунав/195695143811050

