

**NEWADA duo – Network of Danube Waterway Administrations - data and user orientation** – is an EU project, funded under the South East Europe Transnational Cooperation Programme which supports the waterway management authorities of the Danube riparian states in achieving a common level of service in waterway management along the Danube and its navigable tributaries. This improved cooperation focusses on efficient and effective waterway infrastructure maintenance as well as customer-oriented services. The “NEWADA duo” approach of concerted waterway and information management procedures will translate into new benefits for the users.

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## Editorial by Bernhard Mott, Head of Traffic Management, General Directorate Waterway and shipping, Department South

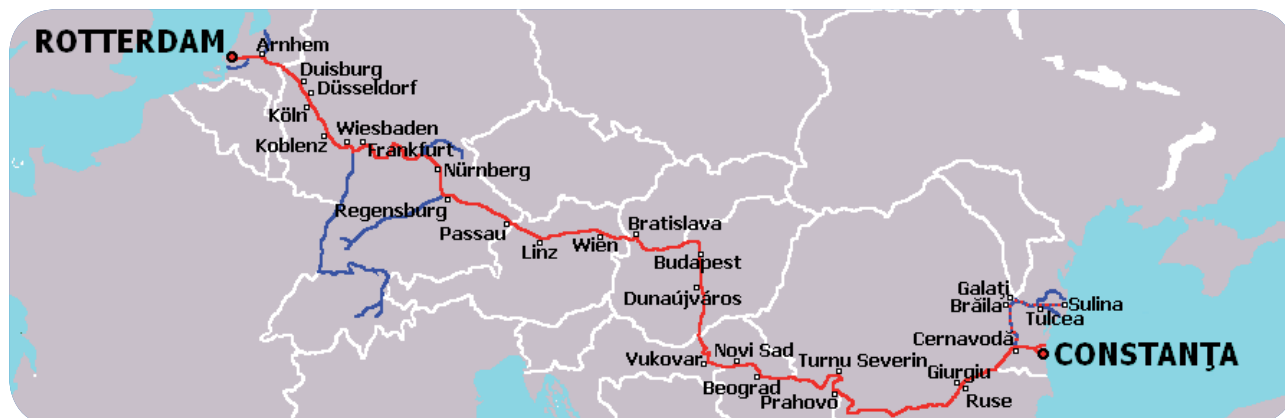
### "We make shipping possible."

This is the motto under which the German waterways and shipping administration puts the Federal waterways in Germany at the disposition of the commercial shipping and pleasure boating communities. This motto would also be most fitting outside German territory, for example, when considering the Rhine-Danube waterway, which extends from the mouth of the

River Rhine into the North Sea to the mouth of the River Danube into the Black Sea. Eleven EU Member States are bordering that nearly 3,500-km-long Trans-European traffic axis, which means that eleven waterway administrations from different cultural backgrounds have to co-operate with each other beyond borders, their working area including long stretches of waterway forming national frontiers. In Germany – in the centre of Europe – the Main-Danube Canal connects the Rhine Cor-

This is the second issue of the newsletter of the NEWADA duo project. It is one of 4 which will cover all the aspects and partners of the project.

This newsletter can be downloaded at the NEWADA duo website: [www.newada-duo.eu](http://www.newada-duo.eu)



ridor with the Danube Corridor. Inland vessels using it traverse three different areas of waterway, each under the auspices of a different organization: the River Rhine, an international waterway under the régime of the Central Commission for Navigation on the Rhine

### “Together, we make shipping possible throughout Europe“

(CCNR); the German Federal waterways of the River Main and the Main-Danube Canal; and lastly the River Danube, again an international waterway, under the auspices of the Danube Commission.

The big objective must be to provide the shipping community with a uniform set of rules, carriage requirements and traffic environment all along the waterway. Mindful of this principle, a project such as NEWADA duo, while focusing its attention on the River Danube, is inevitably faced with the necessity to keep an eye on the entire European waterway network. From the perspective of the administrations governing the waterways, it is of the essence to make efficient use of limited resources such as personnel and financial means. One possible tool to achieve this aim are joint projects such as NEWADA duo, where specialists and decision-makers from the waterway adminis-

trations of the Danube riparian states get together at level ground to share their expertise with each other.

Access to national information on Notices to Skippers, waterways and operation issues should be given in future through the use of modern standardized web technologies. The European Union has shown the way to follow for an optimization of the basic structure by recommending suitable data models.

Let us start together; Let us give all our support to the inland shipping community on the basis of our respective national responsibilities; Let us make good use of the River Information Services in a context of Europe-wide harmonization, interoperability and networking!

## Country in focus: Serbia

*In each issue of the NEWADA duo newsletter, one of our Managing Directors takes a few minutes to answer questions that are relevant for his/her country. In this issue, the focus is on Serbia with Plovput Managing Director Ljubisa Mihajlovic:*



**Which challenges are you currently facing as a waterway administration on national or regional level in Danube navigation?**

The biggest challenge is related to limited and insufficient resources for maintenance and development of inland waterways. The only good thing about lack of resources is that it makes us more and more efficient; as one can never know to which extent something can be stretched. This has its natural limits, of course. On the other hand, a lack of resources obviously leads to prioritization for our activities and the geographical scope of our work, creating differences in the level of the quality of services and infrastructure. There are some positive recent developments in terms of availability of budget resources for inland waterways in Serbia, and we hope that this will not be an exceptional case, but the strategic orientation of the Government.

**Out of the NEWADA duo project objectives, which waterway management services are the most important for your country?**

Establishment of clear and understandable performance indicators for the Danube waterway is the most challenging and the most important objective in the NEWADA duo project. We hope that such a system will contribute to the improvement of competitiveness of the inland waterway transport mode. Also, all activities which are leading to harmonization of data services quality on the joint stretch of the Danube River between Serbia and Croatia and Romania are important for us, as it has a positive effect to the waterway clients.

**Your company plays a key role in administering the Danube waterway in your country, how do you perceive your role in and special contribution to NEWADA duo?**

Plovput is organization of the government responsible for maintenance and development of international and interstate inland waterways in Serbia (Danube, Sava, and Tisza). As such, Plovput is cooperating in the NEWADA duo project with its natural partners from other Danube riparian countries. For us, this project is one of the most important initiatives that we are participating at. Every partner is the NEWADA duo project, including Plovput, is bringing something of its' own to the project, in terms of experiences, practices, expertise. Interaction of all partners in development of common standards and introduction of new waterway services is generating synergetic effect, where the overall result is greater than the simple sum of its parts.

**To what extent do you think that the impacts of NEWADA duo will contribute to make Danube navigation a more competitive mode of transportation?**

NEWADA duo is a project of a strategic importance for the Danube navigation. However, we should be aware that no single project can have an immediate and dramatic impact. The value of the NEWADA duo project is its' long term orientation, and looking into the future after the project is implemented. In order to insure sustainability of the project results, cooperation framework is going to be institutionalized, as a sort of guarantee that project results will be preserved after the project is implemented, in terms of improved waterway services for the navigation on the Danube River.

## Plovput – Directorate for Inland Waterways

Plovput is body within the Ministry of Transport, responsible for maintenance and development of international and interstate inland waterways in the Republic of Serbia (Danube, Sava, Tisza). It was founded in 1963, and this year it celebrates half a century of work. Core competencies of Plovput include hydrographic survey, fairway design, waterway marking, river training works and river information services. Plovput has 101 employees.

Read more: <http://www.plovput.rs/main>

## NEWADA duo launches feasibility study for a waterway maintenance management system

The Danube waterway is a natural and environmentally friendly transport route with plenty of free capacity. It has a high performance potential which can be used at relatively low infrastructure and transport costs.

Yet, and in spite of a steady growth in freight transport these benefits have not been converted into increasing shares for Danube navigation on the transport market. The EU has set as one of its main objectives to shift freight off roads and rails on waterways. To this end administrative and logistical barriers must be overcome and a high availability of inland waterways guaranteed. This must of course be coupled with a higher reliability of the fairway. Ensuring satisfactory fairway parameters - depth and width of the fairway all year round - will translate into more cargo on the Danube. And it doesn't stop here. For every centimetre of fairway depth gained, the loading capacity of a cargo vessel is increased by 7.5 to 10 tonnes. The transport costs will be lower, the sector will become more competitive and Danube navigation will find its rightful place on the transport market. You just have to do the maths.

This all would be possible if the targeted loading depth - also known as draught - of at least 2.5 metres on 240 to 300 days per year on the Danube was achieved. It is not the case. Not

yet. There is great need for a waterway maintenance management system (WMMS) based on costs and impact of measures on fairway parameters. via donau is currently developing such a WMMS in a pilot project for the Austrian stretch of the Danube. This pilot will only provide a country-specific view; this is obviously not enough since the average transport distance on the Danube is around 1000 km; that would not include the bottlenecks in other stretches of the river. In order to avoid a limited overview, NEWADA duo has launched a feasibility study to evaluate the potential and requirements for the implementation of a WMMS on the entire Danube. This study will include specific scenarios, tasks and costs for necessary actions and possible impacts of such a WMMS on inland waterways and the transport market.

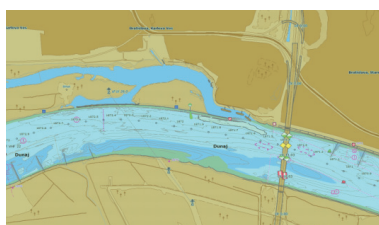




The feasibility study is prepared by experts from the Vienna University of Technology with contributions from the relevant stakeholders. It will be presented mid-2014. The results will influence the decision-making process for future

efficient investments by waterway authorities in order to achieve a high availability and reliability of passenger and goods transport on the Danube.

## NEWADA duo in focus: Improving Customer Orientation (work package 4)



In this work package called *improving customer orientation*, we are enhancing tools for the nautical crew,

making these as user-friendly as possible. To this end, we are improving both electronic and paper navigational charts and preparing a catalogue of berthing places available on the river. This work package is divided into three parts also known as activities.

Activity 4.1 is dealing with Inland Electronic Navigational Charts (IENCs). The project team is here to provide solutions and elaborate the national workflow which comprises the following:

- » Making measurements via processing of the data up to point of creation the charts
- » Providing depth information
- » Providing recommendation on the tools that should be used for creation of the IENC with depth information and how to minimize the time of production process in generally.

In Activity 4.2, we are preparing a so called „atlas of berths“ which is a catalogue in which all available berthing possibilities on the river are listed.

Beside the physical location of the berth, the catalogue will also index additional information such as waste deposit facilities, fresh water and electricity supply and a real life picture and

a small map of the vicinity of the berth. Equipped with this document, even novice users will get the full overview on berthing possibilities and the infrastructure available.

Activity 4.3 is dealing with the preparation of “paper charts”. Some users today still follow physical and not electronic maps. The Danube Commission has expressed the need to provide these users which Carte de Pilotage. We will therefore also create paper charts to cater to the needs of all users of the waterway in our effort to follow a common approach. The project team is focusing on issue of finding the final agreement regarding design and content of the paper charts, which shall be produced with support of software tools, which have been established in the run of the NEWADA



project. Also cooperation with Danube Commission regarding the paper charts production is needed based on fact that in future it is a plan to substitute the existing Carte de Pilotage with preparing “paper charts”.

## NEWADA duo progress barometer

### Project Management (WP1)

A Project Management Meeting took place on 20 March 2013 in Budapest (Hungary). Roberta Calcina NEWADA duo Project Officer brought the latest news from the SEE programme and the JTS.

### Dissemination & Communication (WP2)

The Newada duo Dissemination Plan was finalized and approved at the second Board of Directors Meeting in Varna.

In cooperation with work package 7, the national stakeholders' workshops took place in all partner countries (see page 8).

On 29 May 2013, a synergy meeting was held in Venice (Italy) between NEWADA duo and the projects INWAPO, EMPIRIC and WATERBORNE hosted by the Venice Port Authority. Read more here: [www.newada-duo.eu](http://www.newada-duo.eu)



The first NEWADA duo Press Conference was held on 4, July 2013 in the Mamaia Resort in Constantza (Romania). On the panel were ACN (Administration of Navigable Canals), Managing Director Georgescu, AFDJ (Administration of the Lower Danube) Managing Director Cristea and ACN's head of Traffic Management Severin. 4 newspapers, the Romanian Press Agency, and TV and radio channels answered

the invitation of ACN. Within an hour NEWADA duo was making the headlines in Romania.

### Harmonisation of basic data (WP3)

The second technical meeting was organized in Budapest (Hungary) on 10-11 April 2013. The common work is in the finalization phase for the preparation of a report on common quality for water level information, a concept for water gauge monitoring and a report about harmonisation of the water level forecast.

### Improving customer orientation (WP4)

See page 5.

### User services based on ICT (WP5)

The inputs of the NEWADA duo questionnaire ([www.newada-duo.eu/questionnaire.php](http://www.newada-duo.eu/questionnaire.php)) were included in discussions on the specification of the new FIS (Fairway Information Services) Portal and update of the WIFI hotspots along the Danube.

### Integrated waterway management (WP6)

In preparation for the meeting of the Board of Directors which took place on 17th-18th of June 2013 in Varna (Bulgaria), Two working papers were prepared which served as a basis for discussion on performance indicators and the institutionalisation of coordination meetings among the directors of waterway administrations.

A workshop on waterway maintenance procedures and processes was held in Vukovar (Croatia) on 23 April 2013. As in introduction to the meeting, the close connections between Priority Area 1a (PA 1a) on inland waterways of the EU's Danube Strategy (EUSDR) and WP6 of NEWADA duo were presented, among which a decision was unanimously taken by the Danube countries during the last meeting

of the Steering Group of EUSDR PA 1a to develop a “Waterway Maintenance Master Plan” for the Danube. The basic input for this Master Plan will be the national needs assessment reports on fairway maintenance which will be drafted until the end of February 2014.

The preparation work for a feasibility study on the future implementation of an IT-based waterway maintenance management system (WMMS) was launched in Vienna (Austria) on 19 February 2013. Read more page 4.

A pilot action for depth data provision via echo sounders was also kicked off with a meeting in Vienna (Austria) on 20 February 2013. The meeting first focussed on interfaces with other EU co-funded projects (e.g. MoVe IT! and SAIL Depth Sounding). Two follow-up meetings with Viking River Cruises took place in Vienna and Linz on the 28th of February 2013 and the 22nd of April 2013, respectively. A pilot installation for the action will be accomplished on one of the cruise vessels of Viking which is operating on the Austrian stretch of the Danube.

#### Increase visibility and awareness (WP7)

A Communication workshop took place in Venice (Italy) on 28 May 2013. This workshop was part of an effort to consolidate and enhance the communication skills of PR Managers communicating on behalf of the Waterway Maintenance Agencies along the Danube.

The inputs of the NEWADA duo questionnaire (see page 6) were used for the compilation of a Danube Market Survey Study which was finalized in April 2013. The basic purpose of this survey activity was to evaluate and investigate the status quo on relevance, visibility and quality of the FIS Portal and WIFI network. After identification of the target values and implementation of the set of corrective actions a new survey will be conducted in order to evaluate the range and success of our actions. A

total of 114 questionnaires were filled in, giving an average number of 2.11 entries per day.



**NEWADA duo Press Conference**  
4 July 2013, Mamaia (Romania)



**NEWADA duo Stakeholder Workshop**  
4 July 2013, Mamaia (Romania)



**SEE Annual Event 2013**  
19 June 2013, Bucharest (Romania)



In review & upcoming events

## Board of Directors

The highest body and Steering Committee of the NEWADA duo project, the Board of Directors (BoD) brings together all Directors of project partners to make strategic decisions, point out the directions of coordinated actions for the future and implement common performance indicators in waterway management. Furthermore, the Board agrees on the overall work plan for the project as well as continuously approves the results of the respective work packages.

The last BoD took place on 17-18 June 2013 in Varna (Bulgaria).

17-18 June 2013

## SEE Annual event

Under the title „SEE achievements in view of the new programmes in the area“, this year's SEE Annual Event focussed on the linkage between the present and future of territorial cooperation in the South East Europe area and on the achievements gained by the SEE programme and projects during these years. Furthermore, to increase the impact of the projects' achievements, synergies between projects working on the same topic were found and capitalisation tools provided to this end. The SEE Annual Event 2013 took place on 19 June 2013 in Bucharest (Romania).

19 June 2013

## Press Conference

The first Press Conference of the EU project NEWADA was held in Constantza (Romania) on Thursday, 4 July 2013. Organised by our Romanian partner ACN (Administration of Navigable Canals), the Press Conference covered the importance of NEWADA duo for the South-East Europe area and for the Danube as a whole.

When: Thursday, 4 July 2013. 10 Uhr

Where: Hotel Palas, Mamaia, Constantza

The second NEWADA duo Press Conference is scheduled for the project final event in Fall 2014.

4 July 2013

## Danubeparks

To foster capitalization of results among projects that have similar aims and fields of work, DANUBEPARKS STEP 2.0 is organizing in cooperation with NEWADA duo a Cross-sectorial Conference on River Morphology and Ecological River Management in Hainburg (Austria).

DANUBEPARKS – the Danube River Network of Protected Areas – founded in April 2007 is working towards the integration of all Protected Area administrations along the Danube as well as the bigger tributaries (e.g. Prut, Sava, Tisza, Morava, etc.). Read more here: [www.danubeparks.org](http://www.danubeparks.org) The joint event NEWADA duo/Danubeparks will take place on 16-17 October 2013 in Hainburg (Austria).

16-17 October 2013

**Danube navigation...because we care**