



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 Alexandru Capatu, President of Pro Danube International

As representatives of the industry, we feel that more concrete actions to overcome existing shortcomings in waterway infrastructure, to transform the Danube ports into centres for regional development and to foster the modernisation of the Danube fleet are needed. This requires concerted actions of the private and the public sectors in the framework of the new European transport and regional development policies.

We therefore launched – together with our partners of the industry sector - dedicated call for action called the “Danube industry Declaration”, which addresses the political decision makers on national and European level. This Declaration reinforces the Declaration of the Ministers of Transport on waterway maintenance from June 7th 2012 and has been very well received by the policy representatives. Mr. Johannes Hahn has even underlined the fact that the European Commission is aware of the problems that were illustrated and is willing to find ways of dealing with them. Furthermore, he stated that cost assessments of dredging activities are needed, as is the case in the road and rail sectors. He also proposed to define

the Danube as a business case and have a company-like entity dealing with all the relevant issues at European level.

We see with the well accepted “Declaration of the Industry” and the statement of Commissioner Hahn a real hope for all stakeholders along the Danube - whether shipping companies, port operators or any related industry- that in the near future there will be concrete results which will improve the competitive situation of many industries and which will give environmentally friendly access to fast growing markets in the Black Sea, Caspian Basin as well as in Turkey.

This is the **fourth issue** of the newsletter of the NEWADA duo project. It is the last of 4 which are covering all the aspects and partners of the project.

This newsletter can be downloaded on the NEWADA duo website: www.newada-duo.eu



We finally need an effective transnational water infrastructure management. The long identified bottlenecks on the Danube must urgently be removed. We need a contemporary Danube fleet. All Danube ports must be extended to intermodal logistics and industrial centers. Administrative barriers to water transport are to be eliminated.

The EU financial programs to stimulate investment in the sector need to be optimized.

The full potential of the Danube region for the (re) industrialization of Europe has not yet been developed. One reason for this is the inadequate transport network on the Danube waterway.

It is also projects like NEWADA duo that help us achieve these goals. And it is only by working hand in hand that the hope will turn into reality.



Country in focus: Slovakia

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 Slovakia with SVP, š.p. OZ BA Director, Juraj Soták.



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

Our first priority is to ensure the necessary navigation conditions on the Danube River based on the recommendations of the Danube Commission, which for SVP have a legal character. We also need to emphasise the necessity to modernize and to equip our branch with new devices for the monitoring of the fairway and

its maintenance - dredging, removing of the obstacles to navigation, marking of the fairway. The equipment we currently use is approximately 50 years old and the costs for their maintenance and operation are far too high. Another important challenge we are currently facing is the improvement of the information we provide to our users – i.e., transport companies and the industry. Finally, we see potential for improvement in ensuring good



navigation conditions especially for the transport of the goods, where the requested draught and loading capacity of the ships are the main criteria for the effective utilization of the Danube River as a reliable transport route.

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

The NEWADA duo project objectives, which foresee cooperation between waterway administrations along the Danube River, are the tasks which have been executed by SVP on national level as well. Regarding the management system of the waterway, our work on national level focusses on ensuring good navigation conditions, minimum fairway depth and width, permanent maintenance via monitoring in weekly intervals, execution of the dredging works in case of low depth for navigation and marking of the fairway based on the NEWADA duo guidelines for the marking of the fairway. A special task we have here in Slovakia is related to the winter time when we need to focus on operation and maintenance of the waterway during in the ice season.

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?

The tasks of our company are equivalent to those performed by our fellow Danube waterway administrations in assuring the continuity of the fairway parameters, focussing on ensuring the requested navigation depth and width, conducting hydrographical measurements and marking of the fairway. We also try to provide reliable services and information related to the draught of the waterway.

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 has created room for cooperation between Danube waterway administrations and created the possibilities for the improvement of the waterway management, via harmonization of data, determination of the minimum level of the service providing in area of operation of the waterway, exchange of the necessary information regarding the waterway status. Cooperation between administrations is necessary and so is for the future the cooperation between the organisations responsible for the operation of the ports and utilization of the loading capacities. Indeed, we need to ensure that their needs are considered and that there is a better use of the Danube as a reliable transport route for goods (improvement of the loading capacities via maintenance of the necessary fairway parameters – width and depth). We will also keep trying to maintain good navigation conditions for as long as possible - our wish being to ensure and maintain navigation parameters available 365 days a year.

SLOVAK WATER MANAGEMENT ENTERPRISE, was established on 19th December 1996 as a state enterprise and is tasked with satisfying the public utility interests and administering of significant water flows and water constructions as well as administration of river basins. SWME, s.e. was founded on 1st July 1997 from the assets and as a judicial successor of former state enterprises of river basins, from which it took over their property, rights and duties and which became its independent organisational units with clearly set delegated powers, while the internal organisation arrangement of the enterprise takes in an account the existence of natural hydrological basins to their full extent.

SVP has 3300 employees.
Read more: <http://www.svp.sk>

SVP SVP, s.p. OZ Bratislava (SMWE, s.e., Branch Bratislava)

NEWADA duo in focus: Harmonisation of Basic Data (work package 3)

In the 3rd Work package of NEWADA duo we are finding a common approach to harmonise three of the most important information sets on the current status of waterway infrastructure: hydrology, hydrography and marking system. This information is of crucial importance to the users of the waterway and optimising it will strongly enhance the customer-orientation of the related services.

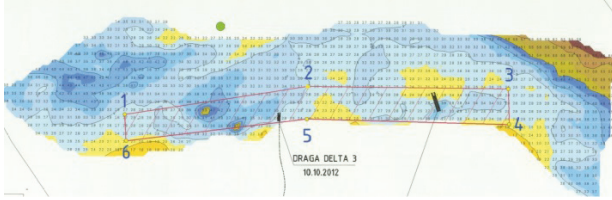
This work package is divided into three activities:

Activity 3.1 is dealing with the coordination and harmonisation of water level information. The information regarding water level information can be divided into two categories: the current water level information which indicates the situation as it is right now and the water level forecast as it provides input on how the situation will develop in the future. NEWADA duo partners came to an agreement regarding common level of service of water level information and started with the implementation of activities to reach this service level. In some countries providing water level forecasts is a difficult issue to tackle. National data used for forecasts will have to be verified and a common quality level will be agreed upon. The project team is looking into the feasibility and viability of forecasts extending to 48 or even 72 hours. Forecasts exceeding 24 hours would be of high value to the users of the waterway, but it must be assured that a certain level of accuracy has to be reached.

Activity 3.2 is dealing with the harmonisation of shallow section information, which is, besides water level information, the most important data for users of inland waterways. This kind of information shows the user where reduced water depth is available. So far some countries provide this kind of information, but along the Danube the harmonised approach is at works. The project team discussed the available solutions and evaluated their advantages and disadvantages. A common approach has been found, which will be implemented in all Danube countries.



Within **Activity 3.3**, at the end of the project, the marking plans of involved project partners are complemented between the countries. Furthermore the marking plans are in line with UNECE CEVNI rev IV in terms of their structure and outlook but as well their availability to all users is improved. Especially within cross-border sections these harmonised marking plans can be seen as a real support for users of IWW. A database is developed to include all the necessary information of the signalization, allowing the neighbouring project partners to



share the results of their waterway marking activities and to constantly update the marking plans. Furthermore, the provision of information to the users will be improved as they will receive marking plans with a common design and which is more important common content.

NEWADA duo progress barometer

Project Management (WP1)

The 3rd Project Management Meeting took place in Bucharest in the beginning of April. The project prolongation request has been accepted by the Managing Authority. On behalf of the NEWADA duo project team, Ivan Mitrović participated at the SEE Pole-9 Workshop on the 24th April in Budapest. In this workshop, follow-up projects were discussed. The final event is scheduled for 11 November and will take place in Budapest. We are expecting 120 attendees.

Dissemination & Communication (WP2)

The number of clicks on the website is constantly rising. This shows the interest in our news. The website has new features, such as a final event countdown and a new opinion poll.

Harmonisation of basic data (WP3)

[See page 4]

Improving customer orientation (WP4)

The reports about including bathymetric information into the IENCs are finalized. The delivery of the pilot cell of the IENC with depth information is still ongoing. Later the reports and cells will be collected, and the quality of the cells provided will be verified.

A web-based Atlas of berth tool integrated into

the already available D4D infrastructure has been developed in the last half year. The Atlas of berth will be available per country by the end of the project.

A web-based Paper chart tool integrated into the already available D4D infrastructure has been developed in the last half year. The final Paper chart production process (adjusted) and the national pilot paper charts will be available by the end of the project.

User services based on ICT (WP5)

The WLAN monitoring tests and installation are finalized. Reports on results and experiences were discussed at the last May in Hungary. Some countries are still implementing the new hotspots, but will be available shortly.

The FIS Portal website is still under development. The website will be officially launched at the final event on 11th November in Budapest.

Integrated waterway management (WP6)

The 4th Board of Directors meeting took place on the 1st and 2nd July 2014 in Brasov Poiana (Romania), hosted by ACN. The partners discussed and agreed on the two Working Papers on performance indicators and on the institutionalisation of BoD meetings in the future.





Discussion at the last workshop on waterway maintenance focused on a minimum common level of service (LoS) on the Danube revolving around fairway monitoring and maintenance issues.

The National Needs Assessment Reports reports were consolidated into one document which serves as a basic input to the „Fairway Maintenance Master Plan“ (FMMP) for the Danube and its navigable tributaries to be developed by the Priority Coordinators 1a (PA 1a) of the EUSDR. The draft FMMP was submitted to the meeting of the PA 1a Steering Group in Vienna on the 9th of May.

[Increase visibility and awareness \(WP7\)](#)

The third PR and communication training's focus was on stakeholder management and

public participation. The past workshops have improved communication and PR skills of Danube waterway administrations, as an integral part of the data and user orientation line-up. The second round of stakeholders' workshops in the seven partner-countries (Austria, Slovakia, Hungary, Croatia, Serbia, Romania, and Bulgaria) will be organized in the period September-November 2014. It will be the opportunity for the project team to present achievements and results of two years of cooperation on improvement of navigation related data provision for the users and clients of the Danube waterway, as well as to present plans for the future cooperation.

The draft of the first transnational Danube Report has been agreed upon between the partners. The final document will be available in fall 2014.



In review: NEWADA duo at events

PIANC CONGRESS

From 1-5 June 2014, NEWADA duo was represented among the many international experts from different areas of expertise at the 33rd edition of the PIANC Congress in San Francisco (USA). The NEWADA duo dissemination team shared know-how made in the SEE Area on stakeholder management and communication in Danube navigation. This year's Congress Theme was "Navigating the New Millennium".

1-5 June 2013

3rd EEC NEWADA duo/ Danube Parks 2.0

The 3rd ecological experts exchange took place in in Krems/Wachau valley (Austria) on 9th–10th April 2014 as a follow-up on a conference between the NEWADA duo and DANUBEPARKS STEP 2.0 projects. After presentations on the topic of stakeholder involvement in river engineering projects which are on-going in Austria and Serbia, the participants discussed in groups on past and future cooperation between national parks and waterway administrations. On the second day of the experts' exchange, the participants were invited to a field trip to renaturation sites along the Danube in the Austrian Wachau valley.

9-10 April 2014



Upcoming: NEWADA duo at events

SEE Final Event

The South East Europe Annual Event 2014 will be held in Ljubljana on 24-25 September. This will be the last annual conference of the SEE Programme, considering the fact that 2015 will be the launch year of the three new transnational programmes in the South East Europe area: Adriatic-Ionian, Balkan-Mediterranean and Danube.

The conference is aimed to highlight and showcase the added value of the SEE Programme since 2007 and to link it to the future of ETC in the area. The main outcomes achieved thanks to the SEE Thematic Capitalisation Strategy will be presented as well. Besides sessions, field trips will show to all participants the achievements gained by some SEE projects in the area of Ljubljana and the changes produced in people's lives.

24-25 September 2014

EIWN Conference

The upcoming 7th European Inland Waterway Navigation Conference (EIWN) will be held on 10-12 September, 2014 in Budapest (Hungary). It has been organized to bring IWT results into the Danube region to stimulate the sector in this area. The EIWN Conferences deal with general problems and trends of inland waterway navigation.

The NEWADA duo team will present project achievements and services created during the project.

10-12 September 2014

SAVE the DATE: NEWADA duo Final Event - 11 November 2014

The NEWADA duo project team is convening its Final Event on 11 November 2014 at the Sofitel Chain Bridge in Budapest (Hungary). Over 100 experts, project partners and relevant stakeholders are expected to join the 9

project partner from 7 Danube countries to share outputs and results in a networking setting.

Watch out for more on: www.newada-duo.eu.

Danube navigation...because we care