


Joint Statement on Guiding Principles on the Development of Inland Navigation and Environmental Protection

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	CO-nvention for WAsTe management for inland Navigation on the DAnube		
Short project title: (acronym)	CO-WANDA	Project logo:	
Project website:	www.co-wandaproject.eu	Project ID:	-
Need and added value for Danube Region:	Inland navigation is a promising, environmental-friendly transport mode. Since transports are mostly carried out beyond national borders, existing international conventions ensure the smooth operation of vessels on the rivers and unify national laws. Besides fairway related issues, technical requirements for vessels and guidelines for the transport of dangerous goods, the management and handling of ship-borne waste shall follow harmonised and state-of-the-art procedures. Yet, an International Danube Ship Waste Convention (IDSWC) along the Danube is still missing.		
Objective(s) of project:	The main focus of CO-WANDA is on initiative work for a binding treaty, which shall provide clear guidelines for ship waste management along the Danube. The support of national and international authorities, stakeholders and opinion leaders is a driving force for the successful implementation of international cooperation activities. In fact, the harmonisation and adaptation of available ship waste management systems will decrease the risk of illegal discharges of ship wastes and thereby support the protection of valuable river ecosystems and the means of livelihoods for future generations in the Danube region.		
Planned project activities:	<p>Advancement of available ship waste management systems</p> <p>Common strategies for waste prevention, which will be developed in cooperation with inland navigation companies, help to save resources, raise the awareness of the crew and reduce waste amounts. A comprehensive, user-friendly state-of-the-art ship waste reception facilities network protects the river from illegal waste dumping. Unified procedures for payment of oily and greasy ship waste disposal and usage of River Information Services for communication between vessels, service providers and controlling authorities are part of the conceptual approach to the IDSWC.</p> <p>Implementation of practical tests and pilot activities</p> <p>Practical tests and pilot actions verify developed technical concepts and allow the gathering of data. Hence, they shall be developed along Danube, covering the Upper, Middle and Lower Danube region. Activities comprise testing of an Electronic Vignette System for oily and greasy ship wastes, integration of River Information Services into waste disposal services and connecting financing systems of maritime Danube ports to Danube Inland Waterway System. Data gathered and findings made will build the empiric basis for preparation of the IDSWC.</p> <p>Development of an International Ship Waste Convention on the Danube</p> <p>A binding international ship waste convention harmonises and coordinates the development of ship waste management systems along the Danube. The initiation and implementation of preparatory activities will be developed in</p>		

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	cooperation with experts from the field of inland navigation, national administration and public international law. An "International Implementation Board", formed by experts and international observers presses ahead the implementation of the International Danube Ship Waste Convention.		
Transboundary impact:	All Danube riparian countries are participating in CO-WANDA as project partners except Germany, which is involved as observer organisation. Choosing a comprehensive transnational approach, the efforts made on the national level will be harmonised and bundled. In 2013, a new Partner from Moldova could join the Consortium with ENPI means, thus investigations can be extended to other navigable Rivers as well.		
Project beneficiaries / target groups:	<ul style="list-style-type: none"> • Authorities dealing with environmental protection, waste management and inland navigation in the Upper, Middle and Lower Danube countries • Stakeholders of the inland waterway sector, in particular skippers navigating the Danube, ship-owners and fleet operators, port administrations and port operators, waste collection companies and bunkering stations • International organisations active in the field of environmental protection, waste management and inland navigation and waste management for inland navigation (Danube Commission, CCNR, ICPDR, Sava Commission and the German Bilgenwasserentsorgungsverband) • Policy makers, their advisers and teams and high ranked civil servants 		
STATUS AND TIME FRAME			
Current project phase: (please tick a box)	Definition (e.g. project idea, abstract) Preparation (e.g. project proposal, feasibility study) Implementation Completion		
Start date:	01.10.2012	End date:	30.09.2014
Notes:	Electronic Vignette System available Next Meeting of International Implementation Board: 25.2.2014, Bratislava		

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PROJECT TEAM		
Project leader:	via donau – Österreichische Wasserstraßen-Gesellschaft mbH, Austria	
Project partner(s):	<ul style="list-style-type: none"> VUVH - Water Research Institute Bratislava / Slovakia KTi - Institute for Transport Sciences Non Profit Ltd / Hungary RSOE - National Association of Radio Distress-signalling and Infocommunications / Hungary APDF - Compania Națională Administrația Porturilor Dunării Fluviale S. A. Giurgiu / Romania APDM - National Company - The Maritime Danube Ports Administration SA Galati / Romania EAEMDR - Executive Agency for Exploration and Maintenance of the Danube River / Bulgaria PAV - Public Institution Port Authority Vukovar / Croatia PLOVPUT - Directorate for Inland Waterways / Serbia RDA South - South Regional Development Agency / Moldova DFEAEI - Department of Foreign Economic Activity and European Integration of Odessa Regional State Administration / Ukraine EPPO – Environmental Pollution Prevention Office/ Moldova 	
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FINANCING		
Available: (please tick a box)	Yes	Partly No
Total budget:	1.820 mio EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	National/regional funds:	267,982.53 (State budget of project partners)
	EU funds:	1,272,527.69 (European Regional Development Fund) 189,361.96 (Instrument for Pre-Accession Assistance) 90,014 (European Neighbourhood and Partnership Instrument)
	IFI loans:	[Name of source and amount in EUR, i.e. loans by international financial institutions, e.g. EIB, EBRD]

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	Private funds:	[Name of source and amount in EUR]
	Other:	[Name of source and amount in EUR]
PROJECT ENVIRONMENT		
Strategic reference:	<ul style="list-style-type: none"> • Sustainability is one of the priorities of EU 2020, the European Union's growth strategy for the current decade. CO-WANDA contributes to sustainable growth by pressing ahead environmental protection, reduction of emissions and cooperation with inland waterway companies and ports. Through the advancement of the sector's environmental performance, CO-WANDA enhances the competitive position of inland waterway transport in the Danube Region. • Waste prevention and management are one of the four top priorities of EU's Sixth Environment Action Programme. The preventive approach to waste management is detailed in the 2005 Thematic Strategy on Waste Prevention and Recycling and the Waste Framework Directive (2008) where it has highest priority in the waste hierarchy. Also, member states are required to develop waste prevention programs not later than December, 12th 2013. CO-WANDA has a clear focus on waste prevention on vessels and will support national waste prevention plans by its findings. • The European Action Programme for Inland Waterway Transport (NAIADES) aims at promoting inland waterway transport. CO-WANDA contributes to three out of five defined strategic areas, namely fleet, infrastructure and market. • Danube Region Strategy supports creation of synergies between existing policies and initiatives in the Danube Region. WANDA is explicitly mentioned as a contribution to the "Improvement of Mobility and Multimodality"; moreover it clearly supports other identified priorities, such as environmental protection or strengthening the region by fostering transnational cooperation. 	
Relevant legislation:	<p>The legislative framework contains relevant EU, international and national out of the fields waste management, water protection, recommendations and rules for handling of waste by inland navigation as well as existing international agreements for management of ship waste, such as the "PROTOCOL ON PREVENTION OF THE WATER POLLUTION CAUSED BY NAVIGATION TO THE FRAMEWORK AGREEMENT ON THE SAVA RIVER BASIN", Danube Commission's Recommendations and the CDNI.</p>	
Other:	<ul style="list-style-type: none"> • WANDA – Waste Management for Inland Navigation on the Danube (2009-2012, SEE Transnational Cooperation Programme) • Ship borne oily water and waste on the Danube (1999-2000, PHARE) • SEE MARINER – South Eastern Europe Marine and River Integrated System for Monitoring the Transportation of Dangerous Goods (2011-2013, SEE) • CODENAV Project (RO) • Ship-generated waste collection and processing system and response in cases of pollution on the Danube sector managed by the CN APDF SA Giurgiu - RO 	

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OTHER RELEVANT ISSUES	
Project requirements:	For the project's success it is crucial that the technical operating Project partners connect to the responsible authorities in Danube Riparian States and that they are involved in the harmonisation and further development of ship waste management along the Danube. This pre-condition was taken into account by the establishment of the "International Implementation Board". Same important is the involvement of the International Observers, who have been deeply involved into the development of the CO-WANDA project proposal itself. From them, feedback on strategic matters is required.
Follow-up project:	Within CO-WANDA, the development of national strategies as well as the elaboration of a transnational Joint Action Plan for common follow up measures is foreseen. Each country has to identify, which steps have to be taken (technical, legal, financial) to implement the requirements of the International Danube Ship Waste Convention. A possible funding source is the Danube Programme, which is a follow-up of the South East Europe Transnational Cooperation Programme. However, the thematic priorities of the Danube Programme have not been fixed yet.
Any other issues:	CO-WANDA will end in September 2014 (January 2015 for Moldova). The 1st call of the Danube Programme might be expected only in 2015, which means a follow up from today's point of view could be expected to start in 2016, depending on the procedures of the funding programme, which are set up now.
META DATA	
Dated created / by:	24-01-2014/ Hans Berger
Date of last update / by:	[DD.MM.YYYY / First and last name (organisation)]
INTEGRATED PLANNING APPROACH	
Planning approach:	<p>CO-WANDA follows an integrated, strategic planning approach with emphasis on practicability of results. Integrated means, that all type of stakeholders, from skippers up to high ministry officials are asked to contribute their experiences, feedback and suggestions. This feedback is collected for pre-selected topics. Practicability means, that technical solutions – like the Electronic Vignette System – are tested comprehensively with pilot actions, and improvements are carried out during the run time of the project. It also has to be mentioned, that there is not a lack of legal-administrative requirements with regards to ship waste management, but a multitude of partly contradictory requirements, which lead to a gap when it comes to applicability and implementation aspects. CO-WANDA aims to fill these gaps by taking into consideration the already existing framework but further developing the aspects needed for efficient implementation. In order to ensure sustainability, economic, environmental and socio-economic aspects are taken into consideration as well, since a reallocation of costs ("polluter pays principle") need cautious proceeding in times of economic crisis, which is especially true for South East Europe.</p> <p>From a technical point of view, the project team works interdisciplinary, consisting of experts from Water & Transport Research Institutes, Port and Waterway Operators, RIS expert organisations, one Spatial Development and Environmental Pollution Protection Office. Budget for external expertise is available for aspects, which cannot be covered by the expertise of the partners.</p> <p>For assessment of technical scenarios (development of waste reception facilities along the Danube), modified cost-benefit analysis are carried out.</p>

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Progress:	<p>The partnership has made good progress: In 2013, an Electronic Vignette System, RIS Pilots and Electronic Webinterfaces, which increase the level of service for skippers and waste reception facilities have been tested. Currently, collected data from the pilots are used for calculation in technical concepts, which will provide input for technical annexes of the International Danube Ship Waste Convention (IDSWC). A draft version of the IDSWC has been sent out to the IIB and international Observers by the beginning of January. It is based on the already existing CDNI ("Straßbourg Waste Treaty") but has been tailored to the needs of the Danube Region for specific aspects, e.g. the Financing Model for oily and greasy ship waste. In order to incorporate "lessons-learned", a study visit to the Rhine Region has been made and indeed aspects were mentioned, which are important for the Danube to take into consideration (e.g. cost-limitation, speed of ratification etc.)</p>
PUBLIC INVOLVEMENT	
Time:	<p>The involvement started right from the project beginning:</p> <p>2012: Info for Observers, Ministries and Skippers, questionnaires</p> <p>2013/2014: Meetings, Pilot Actions, Workshops, Visit of Vessel Operators</p>
Level of involvement:	<p>Information about the project's progress is provided through the Website www.co-wandaproject.eu, regular newsletters (Eng + all PPs languages) for the interested public. National and local stakeholders are contacted with emails, phone calls and invited to participate in workshops and working meetings. Additionally, interviews were made as necessary. Awareness raising is also made with "Educational Materials" (2014). International Observers are informed with direct letters, emails, information reports and with personal contacts (emails, phone calls). Moreover, presentations are given at conferences, such as the Danube Region Strategy meeting P 1a in November 2013 in Budapest. Authorities, Ministries, Skippers, Vessel operators and experts were consulted for specific topics throughout the project implementation. These consultations have a wide range, e.g. from questions related to onboard management of ship waste, pollution prevention aspects to legal-administrative aspects.</p>
Progress:	<p>The next "International Implementation Board Meeting", together with the "Advisory Board Meeting" will take place on 25.2.2014 in Bratislava. The next meeting of the Group is foreseen for June 2014 in Vienna, and a last one for September 2014.</p>

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INTERDISCIPLINARY PLANNING TEAM	
Planning bodies:	<p>Project Team Experts: carry out research work, implement the pilot tests, provide international coordination of activities</p> <p>Steering Committee: Managing Directors/High Level Representatives of Project Partners</p> <p>Advisory Board: International Sava River Basin Commission, Danube Commission, International Commission for the Protection of the Danube, Bilgenentwässerungsverband, Austrian Federal Ministry for Transport, Innovation and Technology, Central Commission for the Navigation of the Rhine. These are the International Observers who supervise the project progress.</p> <p>International Implementation Board: Each country nominates 2 -3 members from relevant Ministries, who supervise the work and provide feedback to the International Danube Ship Waste Convention. This board ensures connection to national level in each country.</p> <p>EU Commission DG Move, DG Environment and DG Regio are informed regularly.</p>
Time:	The first meeting of the Steering Committee, Advisory Board and International Implementation Board was on 27 th of February, 2013 in Budapest. The next meeting is scheduled for 25 th of February, 2014 in Bratislava. In the periods between, an Information Report about the project progress has been provided officially.
Transboundary and international aspects:	The project focusses on the Danube, downstream from AT (Germany is Observer). An extension to tributaries is under investigation (request to ISRBC has already been made in December 2013). Also, connections with the Rhine Region, where an International Convention for Ship Waste Management (CDNI) is already in force, are being investigated.
Progress:	Feedback to the draft version of the International Danube Ship Waste Convention is expected by February 2014.