Activities of Pro Danube International

Manfred Seitz, General Secretary

April 2015

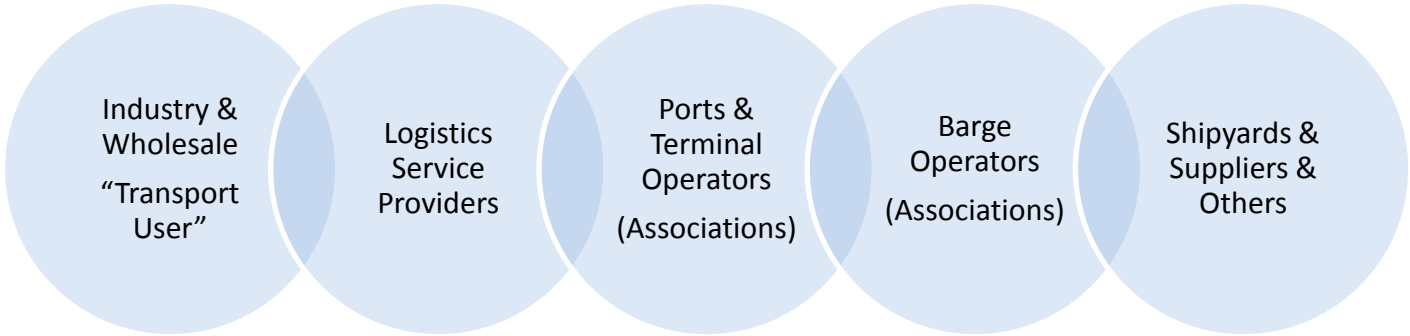
Content

- What is Pro Danube International?
- What are our priorities?
- Danube Waterway Industry Declaration
- Administrative barriers
- Project PROMINENT
- Fairway Rehabilitation and Maintenance Master Plan
- CEF applications for the implementation of the FRMMP
- Port development – Priorities 2015
- Port development - CEF applications
- Industry meets Policy

pro DANUBE INTERNATIONAL

What is Pro Danube International?

Platform of private companies with strategic economic interest in better framework conditions and higher public investment in the Danube transport & logistics system



- Established autumn 2011 by companies & associations
- Non profit association based in Vienna
- Network of currently more than 130 companies
- **More than a lobbying organization as we initiate and execute projects**

pro DANUBE INTERNATIONAL

What are our priorities?

- **Engagement for better waterway maintenance & execution of TEN T bottleneck projects**
  - Push governments & administration for minimum standards in waterway maintenance (2,5 m fairway depth at LWRL)
  - Engage in permanent monitoring of infrastructure maintenance & proposing improvements
  - Promote quicker implementation of TEN T projects (2,5 m draught according UNECE/AGN)
  - Support waterway administrations to use EU programs in financial period 2014-2020
- **Promotion of investment in Danube ports**
  - Promote ports as hubs for regional development strategies & cross-border initiatives
  - Support public and private stakeholders in port development programs/projects
- **Support to modernization of Danube fleet**
  - Promote & supporte implementation of LNG as fuel as well as cargo for Danube navigation
  - Propose & implement EU funded projects for higher efficiency of operations & environmental performance
  - Promote development of long-term public funding schemes for fleet renewal
- **Elimination of administrative barriers**
  - Identification of barriers and engagement in dialogue with administrations/policy makers to achieve elimination/reduction
  - Harmonizing administrative procedures - “Same River – Same Rules” initiative of PDI
- **Active involvement in EC initiatives & programs**
  - Special focus on EUSDR/PA1A
  - Facilitation of projects in Horizon 2020, TEN T/CEF, regional development programs

Danube Waterway Industry Declaration

- Lists required policy actions from viewpoint of most important transport users & industry stakeholders
- Submitted to Commissioner Hahn/Kallas (represented by Mrs. Karla Peijs in the High Level Round Table “Industry meets Policy”
- Within the framework of the 3rd EUSDR Annual Forum, Vienna 27 June 2014, more than 120 participants in open workshop
- Organised by Pro Danube International together with DG Regio services

PRODanube

pro DANUBE INTERNATIONAL

“Danube Waterway Industry Declaration”

Investing into the key transport axis of the region for the benefit of its people

Europe needs smart, sustainable and inclusive growth. The last financial and economic crisis clearly demonstrated the importance of diversified and competitive industrial structures. Over the last two decades, the Danube region achieved significant industrial growth turning the region into a new heartland of modern industrial production sites. Nevertheless, the full potential of the Danube region for the (re-)industrialization of Europe has not been taped. One reason for this is the insufficient transport system of the region among the Danube waterway. The intentions of the European Union to develop the Danube waterway into a sustainable and environmentally friendly core transport axis for the region did not materialize yet. But, with relatively little investment, the Danube waterway could provide cost-effective logistics solutions which improve the competitive situation of many industries.

Therefore, the represented industry companies of the region feel the strong need to request more concrete actions from the governments of the Danube States to overcome existing shortcomings in waterway infrastructure, to expand the Danube ports into centres for regional development and to foster the modernization of the Danube fleet. This requires concerted actions in the framework of the new European transport and regional development policies in close cooperation with and/or under the coordination of the European Commission.

The EU Strategy for the Danube Region aims to exploit the full potential of the Danube navigation by removing obstacles to navigability and to increase transport volumes on the Danube River by 20% by 2020. The Danube is also an integral part of the Trans-European Transport Networks (TEN-T) and the financing instrument Connecting Europe Facility (CEF). Together with the Programs for European Territorial Cooperation and the EU Research Program Horizon 2020, the new EU Programing Period 2014-2020 must be used to overcome existing structural problems and shortcomings.

In order to serve as environmentally friendly and cost-effective logistics backbone for the Danube Region and its economy, the national governments together with the European Commission are called to acknowledge the need for urgent action with regard to the following measures:

1. **Establish and ensure effective waterway infrastructure management**
   - **Implementing adequate fairway parameters** according to the provisions of the Belgrade Convention and - where it applies – of the UNECE/AGN enabling cost-effective and reliable waterborne logistics services as well as safe navigation.
   - Acknowledging the need for immediate action in the field of fairway maintenance. Therefore, **planning and executing emergency dredging measures** wherever it is necessary to ensure navigation on the critical sections throughout of the forthcoming shallow water periods as of 2014.
   - **Enforcing the “Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries”**, signed in Luxemburg on 7 of June 2012, in the framework of the EU Strategy for the Danube Region (EUSDR) based on a Fairway Maintenance Master Plan which has to reflect the needs of the Danube navigation industry and ensuring the permanent monitoring of its progress.
2. **Execute the pre-defined TEN T bottleneck infrastructure projects**
   - Planning and implementing already identified **river engineering projects** which provide minimum fairway depth of 2.5m according to UNECE/AGN with tangible results until the year 2020 corresponding with the challenges derived from climate change and in line with the existing environmental protection needs.
   - Providing **technical and organizational assistance** to the waterway authorities in the planning and implementing these complex interdisciplinary ecological - infrastructural projects in order to ensure progress.
3. **Develop the Danube Ports into effective centers of intermodal logistics and industrial growth**
   - Defining a **transnational strategy for the Danube ports** as a part of the future EU Transport and Regional Policy.
   - **Executing public investments** in infrastructure of the ports and terminals as part of the Sectorial Operational Programs and the CEF in line and in conjunction with the needs of private sector investments.
   - Setting into force **National State Aid Schemes for ports and terminals investment** as practiced in most Western European countries. These State Aid Schemes shall be integrated into the Operational Program for Transport in order to ease national budgetary constraints and ensuring high leverage of public spending through private sector investments.
   - **Improving public port governance** in order to ensure fair competition, to improve the service quality of public port operators and to reduce red tape in public port administration.
4. **Facilitate the modernization of the Danube Fleet**
   - Setting into force **National State Aid Schemes for fleet modernization** as practiced in most Western European countries and integrating them into the Operational Program for Transport which provide financial support for fleet investment
   - Supporting the full-scale deployment of **Liquefied Natural Gas (LNG) as fuel and cargo** for Danube navigation
   - Promoting **lead projects for technological innovation** in national and EU innovation programs like Horizon 2020
5. **Abolish all unnecessary administrative barriers for waterway transportation**
   - **Reducing administrative procedures and related dues** to a minimum and thus relief industry from costs and time losses in logistics operations
   - **Harmonizing administrative procedures** for transport and transshipment operations to its possible utmost following the Pro Danube concept of “Same River – Same Rules”
6. **Optimize financial support schemes of the European Union to stimulate investment in the sector**
   - **Maximizing the use of EU Programs** like those of Structural and Cohesion Funds as well as other EU programs for pilot and deployment projects in waterway infrastructure, port and fleet modernization
   - **Providing access to all EU Programs** for private sector initiatives and projects and reducing the administrative burden of these projects to an adequate level

Done in Vienna, June 2014

On behalf of the members of Pro Danube Austria and International

Alexandru Capatu
President of Pro Danube International

Friedrich Lehr
President of Pro Danube Austria

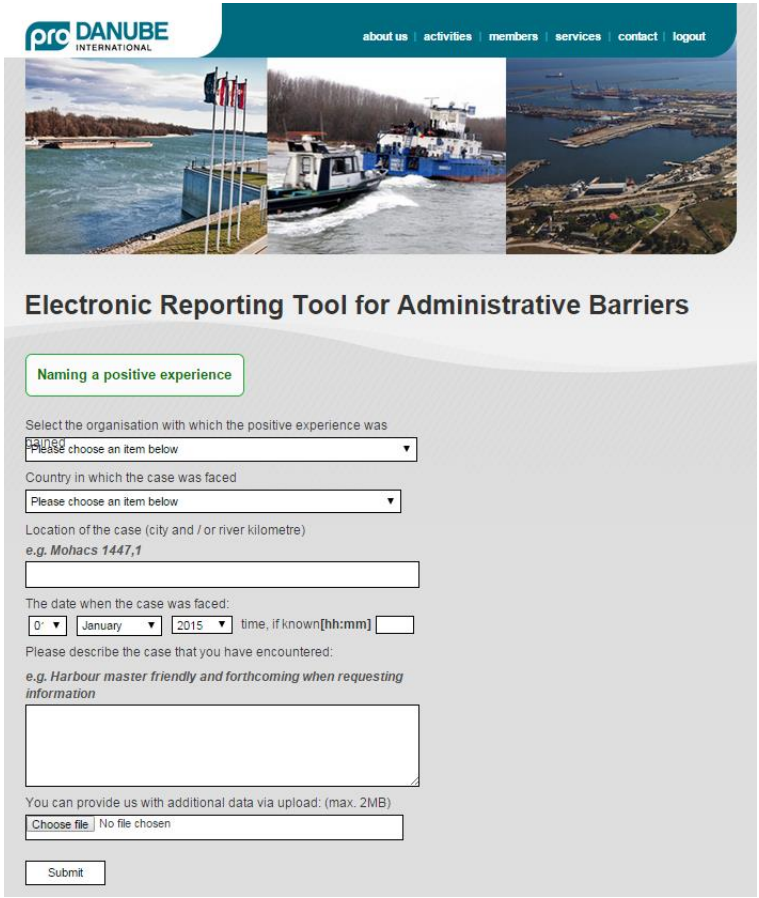
pro DANUBE INTERNATIONAL

Administrative barriers – PDI Electronic Reporting Tool (1)

- **Objectives in line with the PDI vision of "Same River – Same Rules":**
  - To provide a tool for the stakeholders of Danube navigation:
    - to report administrative barriers that they have experienced
    - to name positive experiences
  - Sound database is pre-condition for putting lights on barriers; will be the basis for interventions /further actions of PDI.
- **Available languages:**
  - Default: English
  - Optional: German, Hungarian, Romanian
- **Registration:**
  - PDI Members are pre-registered
  - Registration is open for all other stakeholders (with a valid email address)

Administrative barriers – PDI Electronic Reporting Tool (2)

- **Functionalities**
  - **Identification of the category of the reporting person**
  - **Selection interface on language**
  - **Selection interface:**
    - **“Blaming a barrier”**
    - **“Naming positive experience”**
  - **Filing the case:**
    - Selection of authority/administration involved in the case
    - Location of the case
    - Date & time of the case
    - Textual description of the case
  - **Upload box for files demonstrating the case**
  - **Monthly report site for registered users**
  - **Confirmation of submission via email**



PROMINENT - General information

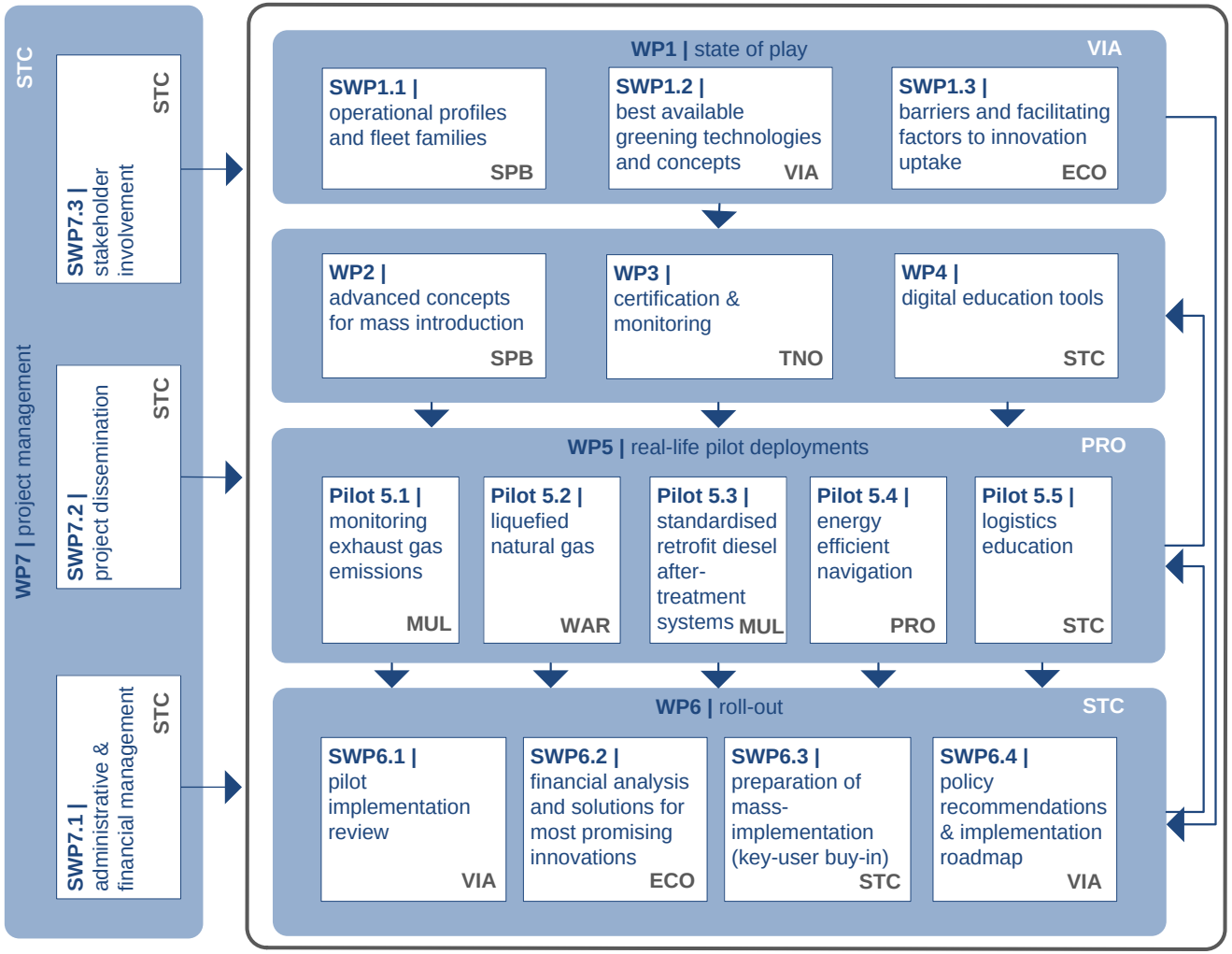
- PROMINENT is ultimately aimed at providing solutions which make inland navigation as competitive as road transport in terms of air pollutant emissions by 2020 and beyond.
- In parallel PROMINENT aims to the further decrease the energy consumption and carbon footprint of IWT, an area where IWT has already a strong advantage compared to road transport.
- **Funding programme:** HORIZON 2020 (funding rate: 100%)
- **Start date:** 1st May 2015; **Duration:** 36 months
- **Overall budget:** 6,250,000 EUR; 17 Partner from 5 EU countries
- **Pro Danube Management GmbH Budget:** 286,875 EUR; Major partner: **Navrom Galati SA**

PROMINENT targets

1. Developing cost-effective solutions and standardised applications (reducing required investment costs):
   - ➔ 70%+ coverage – Developing solutions that are applicable to at least 70% of the European inland fleet and their operating areas.
   - ➔ 30% costs reductions – Reducing implementation costs of innovative greening solutions by 30%.
2. Involving all relevant actors concerned in the research and innovation process
   - ➔ 100% inclusive - All stakeholders who are required for the full coverage of the innovation cycle from initial concept to real-life deployment are to be taken on board.
3. Actively addressing and removing current implementation barriers by 2020
   - ➔ Visible and physical results by 2017 – Producing results on the ground during the project lifetime
   - ➔ 2020 as ultimate time horizon – Setting up a roll-out strategy which is geared towards producing the required full impacts by no later than 2020.

pro DANUBE MANAGEMENT GMBH

PROMINENT - Work plan



DANUBE MANAGEMENT GMBH

PROMINENT - SWP 5.4 Pilot energy efficient navigation

- **Objectives:**
  - to overlay fairway survey data with flow data generated by vessel measurements
  - to provide a real-time advising system for the boatmaster on the optimum choice of the fairway track and cruising speed
  - to support waterway administrations with additional information on the fairway conditions
- **Tasks:**
  - installation of advanced echo sounder and other vessel equipment
  - definition and application of rules and procedures for data generation and data use
  - development of tools for energy efficient navigation
  - test operations on the Rhine and the Danube
  - technical evaluation and conclusions
- **The envisaged system will have a high potential economic and environmental impact**
  - applied to both new and existing vessels
  - reduction of fuel consumption and corresponding emissions to air
  - prepare full-scale implementation and impacts by 2020

Fairway Rehabilitation & Maintenance Master Plan (FRMMP) (1)

- Sets out **the necessary actions in order to reach recommended Levels of Service for the Danube River**
- Triggered by the **Declaration on Effective Waterway Infrastructure Maintenance on the Danube and its Navigable Tributaries** (Luxembourg, 7 June 2012)
- The FRMMP was **endorsed by the Danube Transport Ministers** in Brussels on 3rd December 2014

DANUBE REGION strategy

Conclusions

on effective waterway infrastructure rehabilitation and maintenance on the Danube and its navigable tributaries

Fairway Rehabilitation and Maintenance Master Plan

– Danube and its navigable tributaries

Danube Ministers Meeting

Brussels

3rd December 2014

EU Strategy for the Danube Region,

Priority Area 1a – To improve mobility and multimodality: inland waterways

Signatures

Construction and Regional Development

AUSTRIA
ALOIS STÖGER
Federal Minister for Transport, Innovation and Technology

BULGARIA
IVAYLO MOSKOSKI
Minister of Transport, Information Technology and Communications

BOSNIA AND HERZEGOVINA
RUDO VIDOVIĆ
Deputy Minister of Communication and Transport

MOLDOVA
EUGEN CARAS
Ambassador, Head of Mission of Republic of Moldova

CROATIA
SINIŠA HAJDAŠ DONČIĆ
Minister of Maritime Affairs, Transport and Infrastructure

GERMANY
ALEXANDER DOBRINDT
Federal Minister of Transport and Digital Infrastructure

UKRAINE
OKSANA REITER
Deputy Minister on the European Integration, Ministry of Infrastructure

SERBIA
MIODRAG POLEDICA
State Secretary, Ministry of Construction, Transport and Infrastructure

HUNGARY
ZSOLT BECSEY
Transport Deputy State Secretary

ROMANIA
IULIAN MATACHE
State Secretary, Ministry of Transportation and Infrastructure

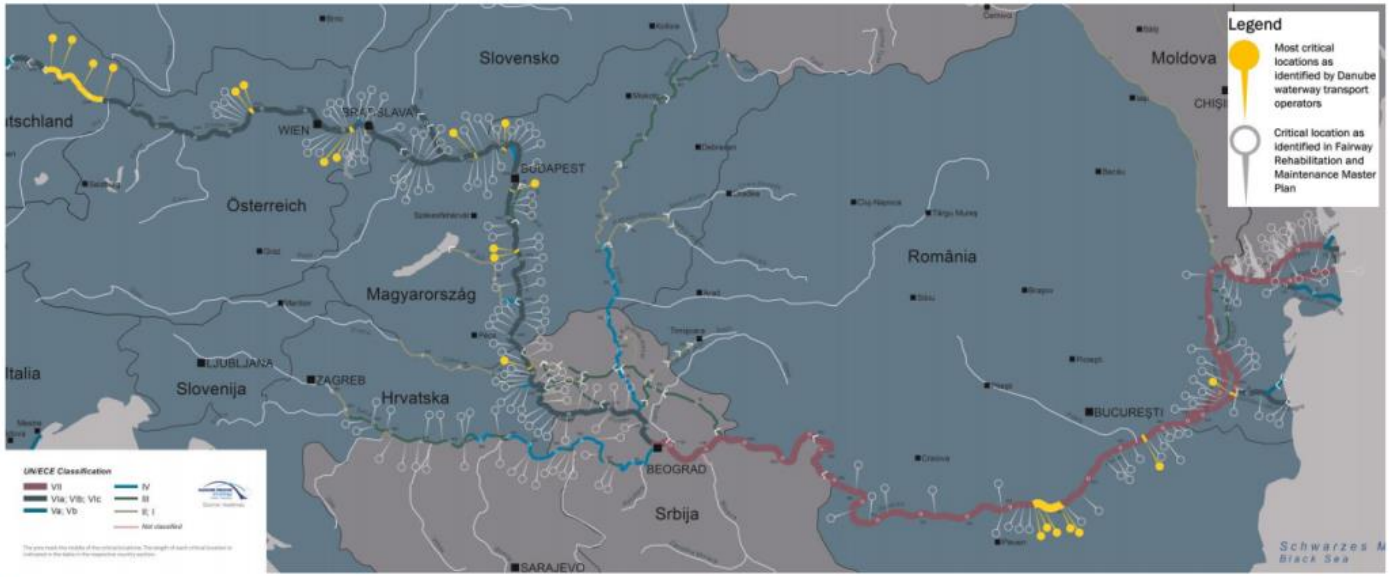
pro DANUBE INTERNATIONAL

Fairway Rehabilitation & Maintenance Master Plan (FRMMP) (2)

EU Strategy for the Danube Region
Priority Area 1a – To improve mobility and multimodality: Inland waterways

DANUBE REGION strategy
Mobility | Waterways

Most critical maintenance locations on the Danube as identified by waterway transport operators (Status December 2014)



Notes:

- This map shows the 11 most critical maintenance locations and stretches as identified by the 24 major waterway transport operators on the Danube
- River systems and critical fairway stretches are highly dynamic by nature. The critical maintenance locations as identified by the users are therefore likely to change over time and require regular monitoring.
- Not all critical locations – notably those on the German Danube – can be solved by fairway maintenance measures

Action co-funded by the EUROPEAN UNION

Most critical maintenance locations on the **Danube** as identified with strong support of PDI members

pro DANUBE INTERNATIONAL

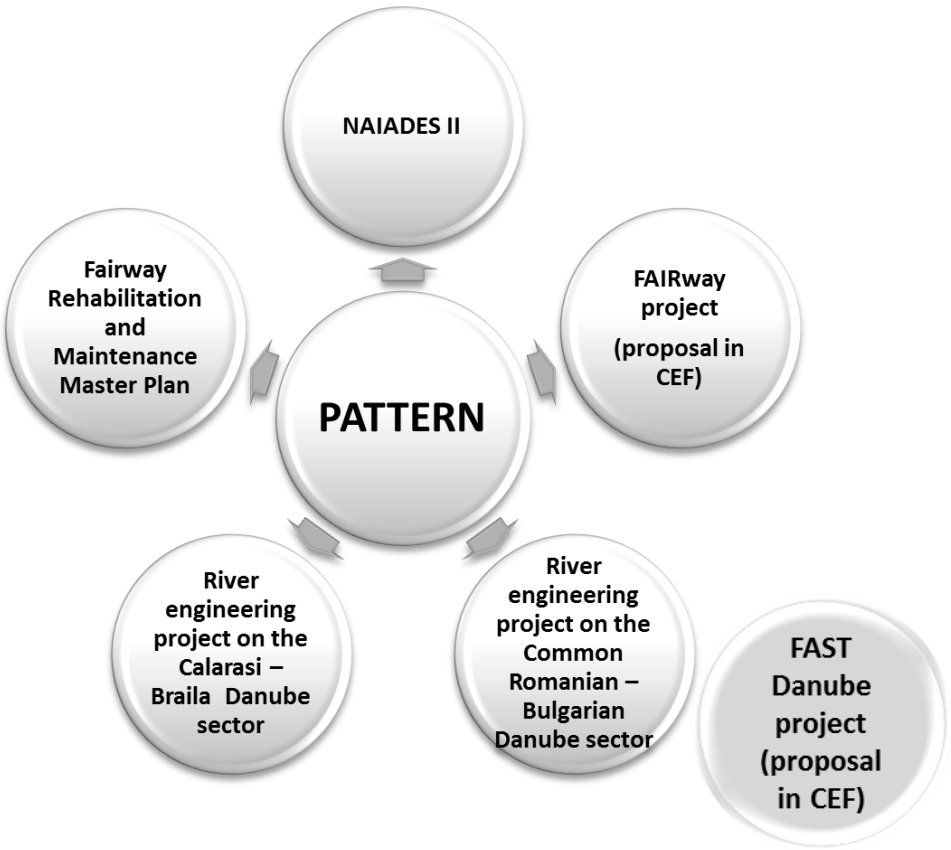
CEF Applications of AFDJ for implementing FRMMP (1)

Pilot activities to develop the technical and operational capacity for Danube fairway rehabilitation – PATTERN, 2014-RO-TMC-0421-S

- Applicant: River Administration of the Lower Danube Galati - **AFDJ Galati / Romania**
- Planned duration: **July 2015 – June 2019**
- Project volume: 24,995,000 EUR, Expected EC contribution: 21,245,750 EUR (85%)
- Project filed in: **CEF MAP Call 2014 F04** / Pre-identified projects on the Core Network corridors / Inland Waterways and Ports
- Objectives:
- **Procurement of technical vessels for dredging and signaling** (cutter suction dredger, hopper split barges, 2 working vessels, one marking vessel and other technical equipment)
- **Pilot operations in dredging and fairway marking** in order to tackle the most critical fairway limitations on the Romanian Danube. These most critical spots have been identified in the FRMMP and will be prioritized with the help of the **FAIRway project** (2014-RO-TMC-0231-S)
- **PATTERN enables Romania to fulfill the obligations set out in the Fairway Rehabilitation and Maintenance Master Plan – Danube and its navigable tributaries (FRMMP)**

13

CEF Applications of AFDJ for implementing FRMMP (2)



Corresponding applications:

FAIRway (2014-RO-TMC-0231-S) which is multi-national project to elaborate coordinated national roadmaps and define the pilots for the implementation of the Master Plan (FRMMP).

- AFDJ will procure one surveying and one marking vessel and execute several tasks related hydrological and hydrographic surveys
- PDI will be member of Advisory Board

FAST DANUBE (2014-RO-TMC-0232-S) Technical Assistance for Revising and Complementing the Feasibility Study Regarding the Improvement of Navigation Conditions on the Romanian-Bulgarian Common Sector of the Danube and Complementary Studies

- Updates and prepares River engineering project on Common RO-BG sector, 11/2014 – 01/2017

14

Port Development – Priorities 2015

Baseline:

- Danube Ports as focal points for European transport & regional policy
- Key elements for a sustainable & efficient transport system, natural centres of economic activities
- High potential for regional growth through cross-border initiatives

Danube Ports must be considered as catalysts for re-industrialization and regional growth with Port of Constanta as main logistics hub

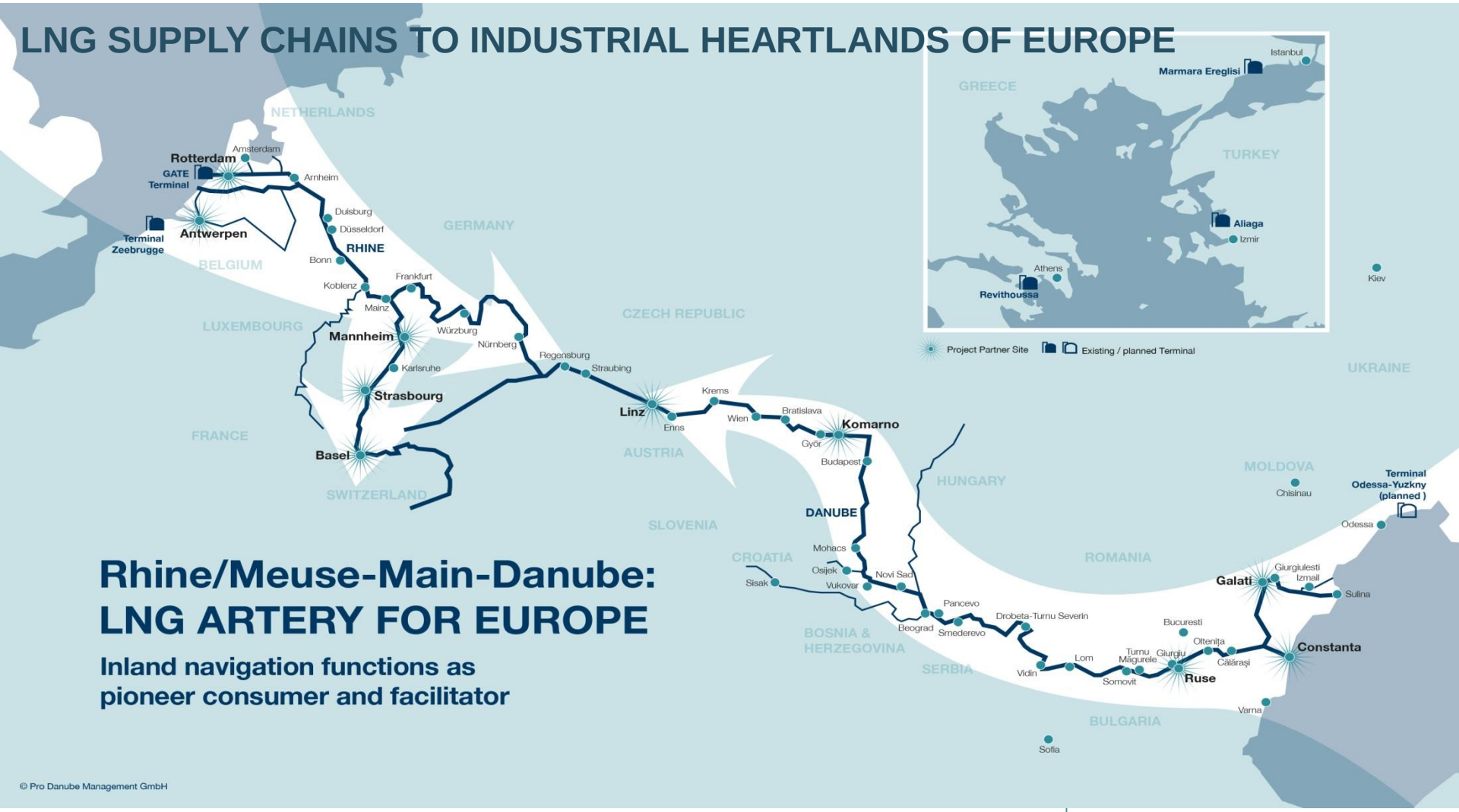
Main Activities foreseen 2015:

- Requesting a **transnational strategy for Danube ports** and implementation with EU funding schemes
- Promote & facilitate **National State Aid Schemes** for port & terminal investment similar to Western Europe, back-financed via OPT for high leverage of public spending through private sector investments **-> PDI Proposal : Coordination project in DANUBE Program**
- Improving public port governance to ensure fair competition, higher service quality & to reduce red tape **-> PDI Proposal: Network of Port Authorities ad project in Danube Program**
- Implement **"Green Danube Ports Project Proposal"** with a multi-national cooperation project in DANUBE program
- Facilitate **public investment in port & terminal** infrastructure via National Sectorial Programs in line and in cooperation with private sector needs & investments via support to members projects

pro DANUBE INTERNATIONAL

LNG MASTERPLAN FOR RHINE-MAIN-DANUBE

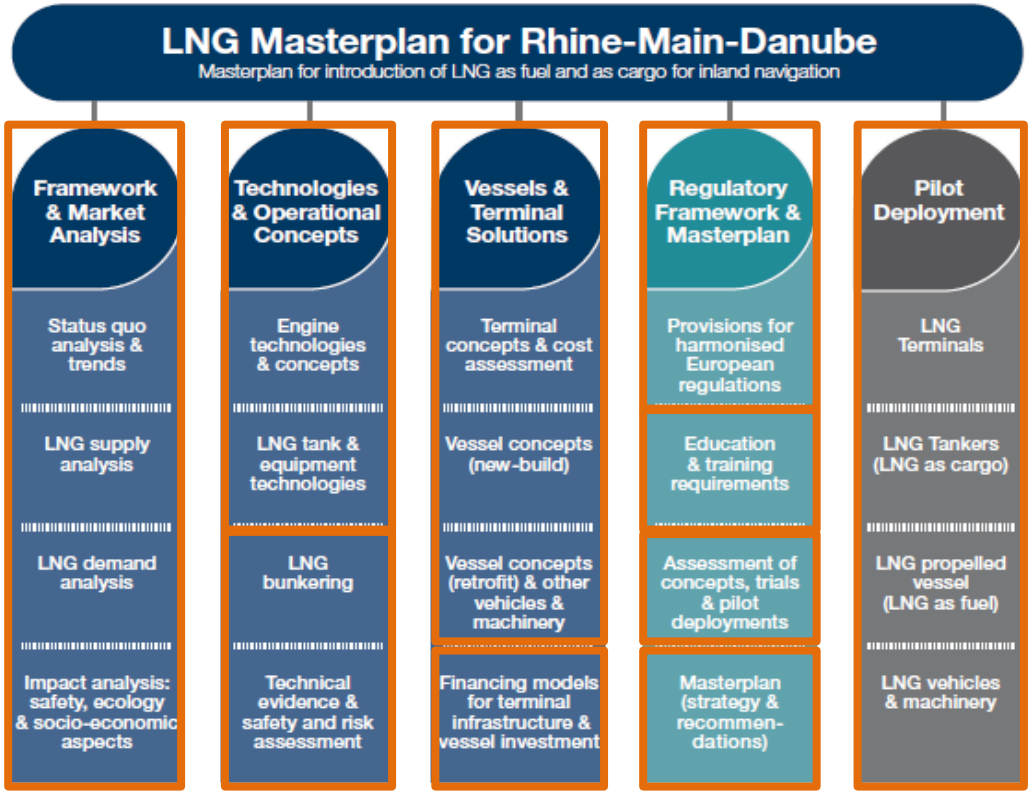
LNG IS FUEL AND ENERGY RESOURCE



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

LNG MASTERPLAN – WORK STRUCTURE

Work plan



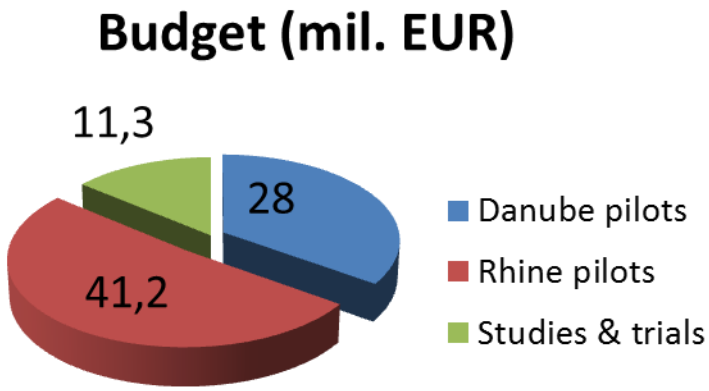
Comments

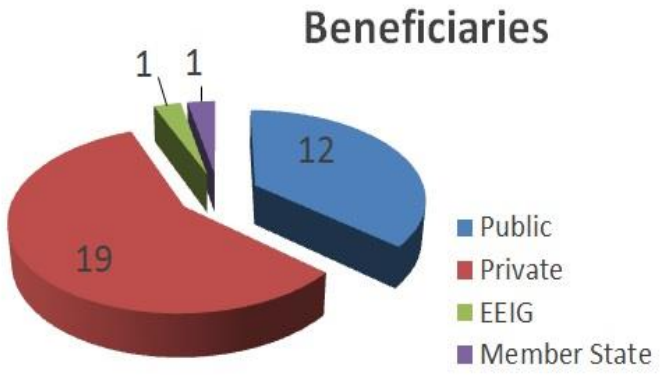
- Identify **supply options** & quantify **pioneer markets** in the hinterland of inland ports
- **Elaborate technical concepts** for inland navigation sector by investigating & assessing of innovative engine, or LNG tank & equipment technologies
- Facilitate the creation of a harmonised European **regulatory framework** considering LNG as fuel and as cargo for inland navigation
- Deliver & assess **technical concepts** for new and retrofitted vessels & terminals & execute **pilot deployments** (investments) & looking into **finances**
- Develop **a comprehensive strategy with a detailed roadmap for the implementation of LNG** *in line with the EU policies in transport, energy and environment → wide scale deployment*

Co-financed by the European Union
Trans-European Transport Network (TEN-T)

LNG MASTERPLAN – KEY FIGURES

- **Programme**: TEN-T Multi-annual Call 2012
- **Timeframe:** 1 January 2013 - 31 December 2015
- **Est. investment:** approx. 120 mil. EUR
- **Budget (eligible costs):** 80,5 mil. EUR
  (out of which 69,2 mil. EUR are dedicated to pilot activities)
- **EU funding:** 40,25 mil. EUR
- **Beneficiaries:** 33 EU-funded organisations (majority from private sector) and 1 Non-EU funded organisation
- **Special endorsement:** by several Ministries of Transport and CCNR
- **Non-funded partners:** more than 50 public/private organisations participating in IRG and AG





Co-financed by the European Union
Trans-European Transport Network (TEN-T)

LNG MASTERPLAN FOR RHINE-MAIN-DANUBE

BENEFICIARIES (PROJECT PARTNERS)

A3PS - Austrian Agency for Alt. Propulsion Systems
Erste Group Bank AG
EVN AG
FH OÖ Forschungs & Entwicklungs GmbH
Pro Danube Management GmbH
Schönherr Rechtsanwälte
LINZ AG — AT

Gemeentelijk Havenbedrijf Antwerpen — BE

Bulmarket DM Ltd. — BG

Asociace NGV o.s. — CZ

DST Entwicklungszentrum für Schiffstechnik und Transportsysteme e.V.
Germanischer Lloyd SE
Universität Duisburg Essen
Staatl. Rhein-Neckar-Hafengesell. Mannheim mbH — DE

Port autonome de Strasbourg — FR

Bernhard Schulte (Cyprus) Ltd — CY

Chemgas Barging S.ar.l — LU

Argos Bunkering B.V
Chemgas Holding B.V.
DCL Barge B.V.
Havenbedrijf Rotterdam N.V.
Stichting STC-Group
Kooiman Marine B.V.
Veka Mariska BV
Bodewes Binnenvaart B.V. — NL

National Company The Maritime Danube Ports Administration, Galati
Ceronav
Navrom S.A.
Transport Trade Services S.A.
University of Craiova — RO

Danube LNG (EEIG)
Výskumný ústav dopravný, a. s. — SK

Ministero delle Infrastrutture e dei Trasporti — IT

Co-financed by the European Union
Trans-European Transport Network (TEN-T)

LNG MASTERPLAN FOR RHINE-MAIN-DANUBE

TERMINAL CONCEPTS & PILOTS

Rhine

LNG Bunker Station for inland vessels in NW Europe by Port of Antwerp

Location selected, preliminary study, risk assessment & technical concept finalised, EIA screening completed in Feb 2015 & application for environmental permit submitted. Derogation from national legislation to produce CNG from LNG and not from local gas grid → available. Tender for construction & for operation → on-going

Pilot deployment expected: Q2/2016.

Port of Mannheim & Switzerland (case study)

Tender for the risk and cost assessment of LNG bunker stations in ports → launched in Jun & contract concluded in Dec 2014.

Outcomes expected in Q2/2015.

Danube

LNG terminal in Komarno in Slovakia by Danube LNG (feasibility study)

First drafts of terminal available (3 locations identified), incl. risk assessment, safety zone definition & project impact on the environment. Negotiations with City Council → on-going.

Outcomes expected in Q4/2015 *(incl. land-use planning documentation, EIA, HAZOP, CBA & planning permission)*

LNG terminal in Ruse in Bulgaria by Bulmarket (pilot deployment)

Storage for LNG, bunkering for vessels, trucks, peak shaving unit, 4x250m³

Conceptual & preliminary design, together with planning permission → ready. Detailed Site Development Plan & HAZID → ready. Civil works started in Feb 2015.

Pilot deployment expected: Q4/2015.

Port of Galati by APDM (pre-feasibility study)

Pre-feasibility study regarding the development of LNG terminals on the Romania Maritime Danube was finalised in Dec 2014 and included selection of location(s) & scale, assessment of investments for LNG facilities & equipment needed.

Port of Constanta by TTS (feasibility study & technical design)

Pre-feasibility study & preliminary technical design for a LNG Small Scale Terminal, analysis of financing scenarios & identification of potential investors subcontracted in Nov 2014.

Outcomes expected in Q3/2015.

Co-financed by the European Union
Trans-European Transport Network (TEN-T)

LNG MASTERPLAN FOR RHINE-MAIN-DANUBE

VESSELS – PILOT DEPLOYMENTS

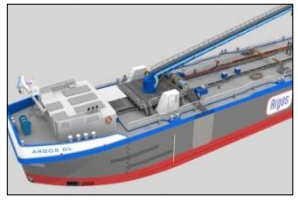
Rhine

DCL Barge B.V. (Danser Group)
Retrofitted container vessel with LNG used as propulsion
Area of operation: Rhine - ARA to Basel
Delivered in June 2014

Chemgas Barging B.V.
Conventional tanker for transport of liquefied gases fuelled by LNG
Area of operation: Rhine - ARA to Basel
Delivered in September 2014

Damen Shipyard Hardinxveld B.V. (previous Bodewes)
LNG propelled chemical tanker “Ecoliner”
Area of operation: Rhine
Expected in Q3/2015 (hull launched February 2015)

Argos Bunkering B.V.
MGO-LNG Bunker Vessel
Area of operation: Rhine
Expected Q2/2016 (on-hold)



LNG E-motion
LNG inland tanker
Area of operation: Rhine
Expected: Q2/2016 (on-hold)

Co-financed by the European Union
Trans-European Transport Network (TEN-T)

VESSELS – CONCEPTS

Rhine	LNG inland tanker of Chemgas Holding *(downscaled to preparatory works) → for both Danube & Rhine*	Preparatory works & technical studies looking into solutions for LNG tank insulations & management of boil-off.
Rhine	LNG pusher of Kooiman Marine *(downscaled to study)*	Technical concept & HAZID finalised, CCNR & ADN approvals received.
Danube	LNG coastal carrier / bunker vessel of Bernhard Schulte *(downscaled to study)*	Technical concept & HAZID finalised, approvals available.
Danube	Danube river-sea tanker for transport of LNG of Danube LNG *(study)*	Technical concept under elaboration. Expected in Q2/2015.
Danube	River based unloading, floating pier for LNG port terminal of Danube LNG *(study)*	Technical concept under elaboration. Expected in Q2/2015.
Danube	River barge for the transport of LNG of Danube LNG *(study)*	Technical concept under elaboration. Expected in Q2/2015.
Danube	Retrofitting of vessels/pushers of NAVROM to LNG propelled – feasibility study *(downscaled to study) → new study of technical design for new build pusher*	Feasibility study finalised. It showed that the retrofitting of old Navrom pushers is economically not viable / technologically, in some cases almost not possible.
Danube	Retrofitting of pushers of SPaP fleet to LNG fuel – Danube LNG *(study)*	Technical concept & economic evaluation under elaboration. Expected in Q2/2015.

Co-financed by the European Union
Trans-European Transport Network (TEN-T)

LNG TERMINAL IN GALATI (STUDY)

Maritime Danube Ports Administration – APDM Galati

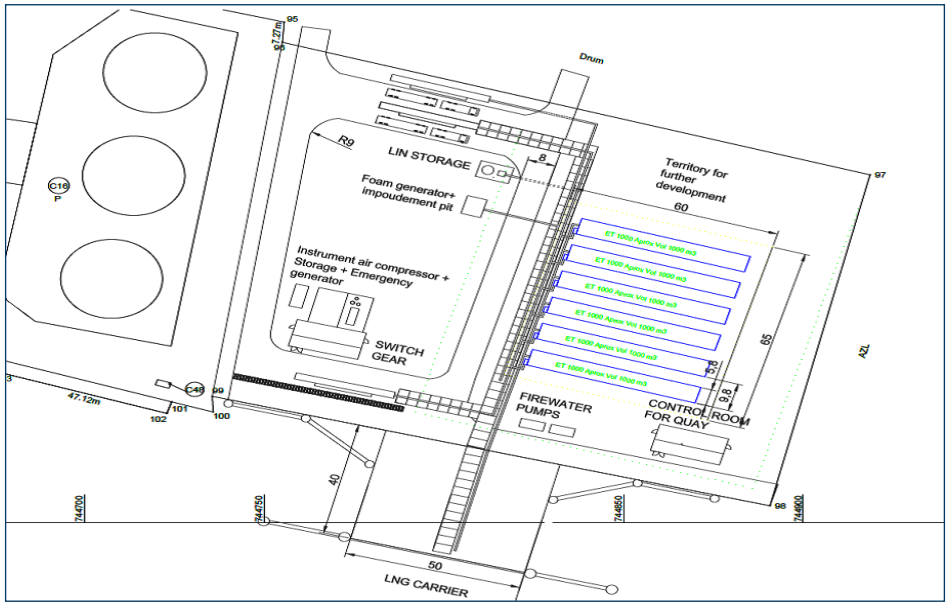
Pre-feasibility study and a preliminary technical concept for a LNG terminal in the maritime Danube area

Location: Port of Galati, Romania

Subcontractor: Actia Forum SP

Initial storage capacity: 4,000 cbm (design capacity up to 8,000 cbm)

Completed: Q4/2014



Recommendations technical concept:

Semi-pressurised tanks with an initial capacity of 4,000 cbm

Co-financed by the European Union
Trans-European Transport Network (TEN-T)

LNG TERMINAL IN CONSTANTA (STUDY)

Transport Trade Services S.A.

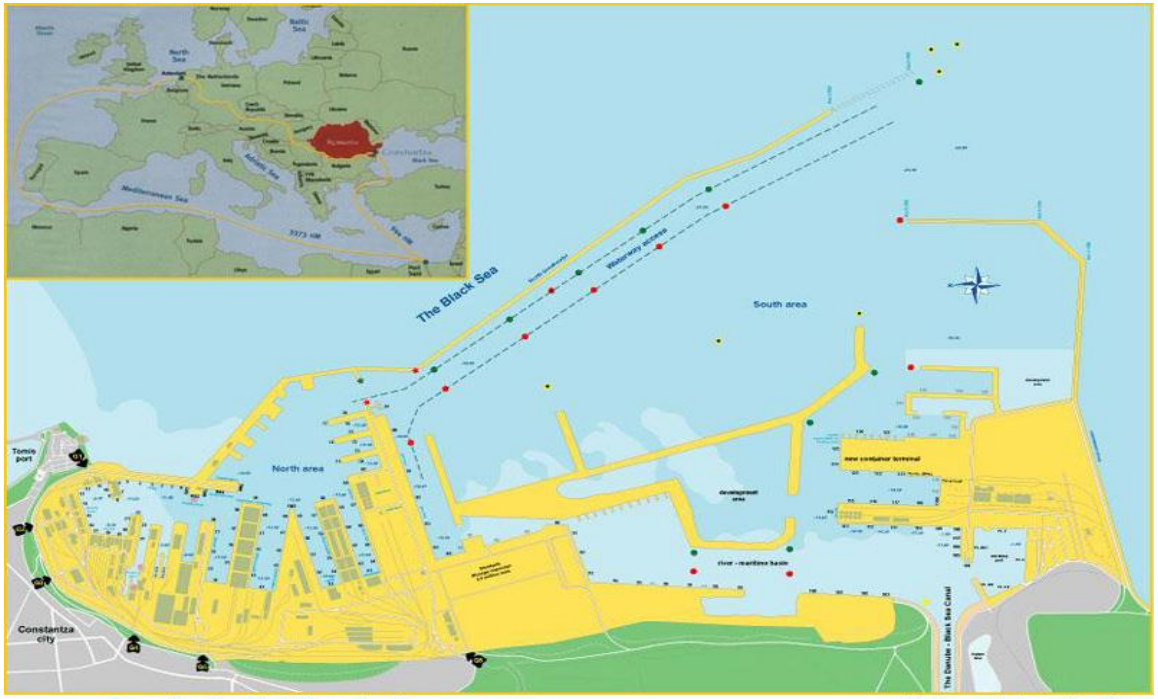
Feasibility study and a general technical design for a small-scale LNG terminal

Location: Port of Constanta, Romania

Subcontractor: PANTEIA & Tebodin Netherlands B.V.

Initial storage capacity: *(to be outcome of the study)*

Expected: Q3/2015



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

Industry meets policy - Follow up Event

Objectives:

- Enable direct communication Captains of Industries – Commissioner Cretu
- Engage high level industrialist in EUSDR
- Mobilize industry support in order to create higher momentum at national governmental/administrative level
- Report progress on FRMMP to navigation sector
- Receive feedback for optimization
- Disseminate DG Regio programs/initiatives
- Continuation of very successful event in Vienna, June 2014

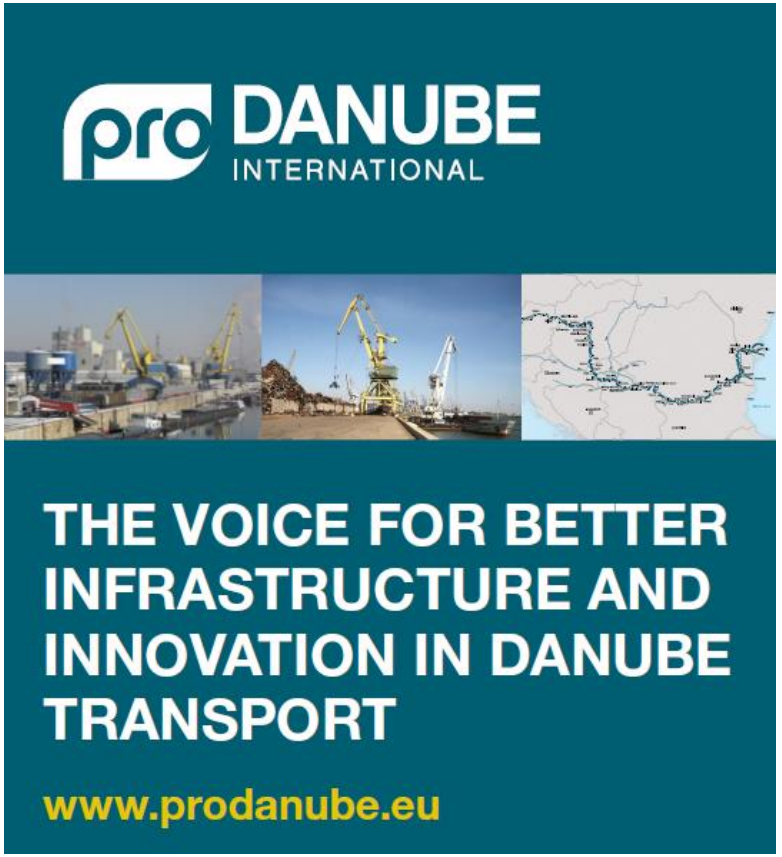
Proposed date & Location:

- 30th October 2015 in Ulm as part of the Annual Forum of EUSDR
- Two linked events:
  - Restricted High level Round Table
  - Open Workshop with industry representatives

Thank you for your attention!

Alexandru Capatu
Chairman Pro Danube International
Email: capatu@prodanube.eu
Mobil: +436643025874

Manfred Seitz
General Secretary
Pro Danube International
Email: seitz@prodanube.eu
Mobil: +436764067878



pro DANUBE INTERNATIONAL