

Perspectives for IWT in the Danube region from an NGO point of view

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General remarks

WWF

- still strongly committed to participating in implementation on the basis of the agreed guidelines and procedures
- EU Danube strategy process poses certain risk in overwhelming existing framework of Joint Statement process and WFD/N2000 implementation



General remarks

WWF

- and IAD have convened an international workshop for NGOs on IWT in the Danube region (agreement on joint position)
- has commissioned a study on environmentally friendly ship design for the Danube River
- has continued in building up trust and communication with EC delegates

ENVIRONMENTALLY FRIENDLY INLAND WATERWAY SHIP DESIGN FOR THE DANUBE RIVER

**WORLD WIDE FUND FOR NATURE INTERNATIONAL
DANUBE-CARPATHIAN PROGRAMME
(WWF-DCP)**

PROJECT NAME: DANUBE NAVIGATION

PROJECT NUMBER: 9E0726.04

CONTRACT NUMBER: 066/FY09

PROJECT EXECUTED BY: DEJAN RADOJCIC

PROJECT LOCATION: REPUBLIC OF SERBIA

DATE OF AGREEMENT: 01 JANUARY 2009

SHORT DESCRIPTION OF ASSIGNMENT:

**DEVELOPING CONCEPT FOR SHIP DESIGN
FOR THE DANUBE RIVER CONDITIONS**



WWF's viewpoint on process up to date

- Still unsatisfactory progress with on-going projects regarding „integrated approach“ and „recommendations“ of JS
- Transparency and participation for interested and obligatory parties needs to be improved
- Base data and consequent application of environmental legislation (e.g. WFD) still weak or missing



WWF's viewpoint on process up to date

- JS does still not yet cover all navigation development projects from big scale structural projects (i.e. Bistroe canal, Serbian Master plan) to maintenance works at local/regional level
- cooperation of key govt. institutions (e.g. MoTransport, MoEconomics, MoENV, MoRegDev) although progressed, still to be improved and made more transparent



WWF's viewpoint on process up to date

- SEA application procedures still weak (e.g. Hungarian section)
- EIA application often without proper assessment of alternative options
- Transboundary issues often not sufficiently considered



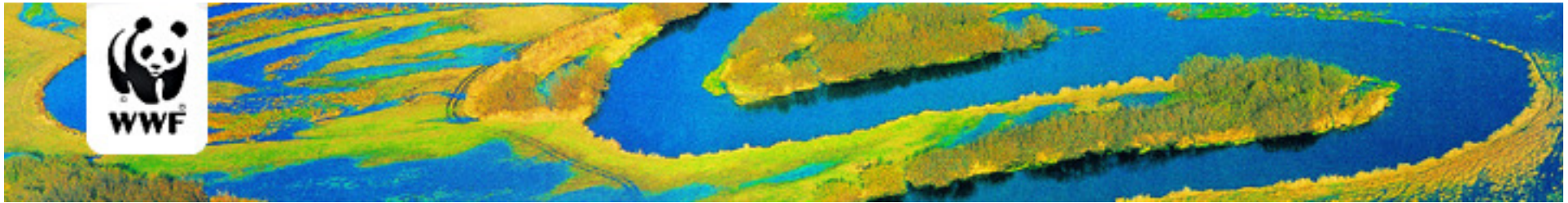
WWF's viewpoint on process up to date

- opposite to what PLATINA Manual seems to suggest, there is no ,best-practise' IWT project yet visible, at best just some components
- Some project design (e.g. ISPA II RO-BG) has been significantly improved, yet transparency and participation is quite limited
- Project planning time frames do not allow proper JS application



Perspectives for IWT from WWF's viewpoint

- Danube waterway a major European route for IWT but not with one general minimum draught
- Future development requires better integration of all means of transport (see discussion on EC Danube Strategy conferences/forums)
- IWT project planning need to be better coordinated/integrated with other programmes (N2000 management plans, WFD POM)



Let's make Joint Statement reasonably applied!

Thank you for your attention!