
Navigation & Ecology: Process for Joint Statement



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International
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for the Protection
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zum Schutz
der Donau

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1 Protocol

This Workshop was attended by some 60 representatives from governments (11 countries: AT, BG, CZ, DE, HR, HU, MD, RS, SK, RO, UA – only MD and SI could not attend), international organisations (European Commission, Danube Commission, ICPDR, ECMT, Sava River Basin Commission), NGOs (WWF, DEF, IAD), and other stakeholders (TINA, INE, via donau, Boku).

The workshop was organised by ICPDR Secretariat and kindly supported by via donau (www.via-donau.org) and the National Park Donauauen (www.donauauen.at).

The **objectives** of the workshop were to:

- *discuss the vision of environmentally sustainable and ecologically sound inland waterway transport in the Danube River Basin*
- *discuss the development of the ‘Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin’ and its implications*
- *discuss the ecology and specific requirements of large rivers*
- *discuss facts and perspectives of European inland waterway transport (IWT)*
- *discuss the legal and policy frameworks of integrated river basin management and inland waterway transport*
- *discuss and visit the site of the “Integrated river Engineering Project East of Vienna” – an example of combining the requirements of ecology and navigation.*

Summary of Workshop Statements

Philip Weller (Executive Secretary, ICPDR) welcomed all participants and opened with a message from *Mrs Lucia Ana Varga, ICPDR President 2007* and Secretary of State from the Romanian Ministry for Environment and Sustainable Development, who was unable to come. She underlined the special interest of her downstream country in a proper frame of cooperation, involving a wide range of experts on environmental protection and inland water transport. Varga assured her full support for developing a sustainable inland navigation in the Danube basin.

The co-hosts of this process, *Milovan Bozinovic, President of the Danube Commission*, and *Kemal Karkin, President of the International Sava River Basin Commission*, hope that with this process, efforts will be merged to make navigation more ecological and to harmonise and complement the joint work.

Mr *Weller* explained the overall goal and objective of the three workshops. He explained that this process is a commitment to work together and learn from each other. to agree upon that statement that will provide a set of guiding principles and criteria for development and maintenance of navigation in the Danube (and some tributaries), in a way that effectively protects and improves the environmental situation.

- *This **first workshop** focuses on Initial Facts and Views of the different stakeholders. It serves to view at a concrete example project currently attempting to integrate local needs for ecological improvement and navigation interests.*
- *The **second workshop** planned for June will focus on specifying and extending the already agreed common ground. More technical discussions will assess solutions that bring improvements for navigation and for the hydro-morphological situation along the Danube. This workshop will also address the different problems in the lower Danube.*
- *The **third workshop** planned for October will focus on drafting of the Joint Statement, concluding on the agreed facts and basic considerations and precautions (modern technical know-how, integrated development process) that must be acknowledged and articulated in actions at both the larger Danube level but also in specific projects.*
- *It is planned that the **Joint Statement will be publicly release at the end of 2007.***

The subsequent round of short statements asked to express the individual *expectations of all participants* about this process: All speakers expressed their interest, high expectations and support for good cross-sector cooperation and for this new process developing the Joint Statement. Special attention received the Hungarian statement which was jointly prepared by the Ministries for Foreign Affairs, Transport and Environment.

Introductory speeches

towards an “environmentally sustainable and ecologically sound inland waterway transport” in the Danube River Basin

Fritz Holzwarth, EU Presidency 2007 (Germany) spoke about the “Ecology and inland water transport – Can we bring them together?” He reminded that the waterway is based on two pillars, the rich natural heritage and the economic backbone for development which cannot ignore each other. Even though “we are navigating in difficult waters”, there is room for improvement through a fact-based dialogue, as happens in Germany over three years. He appealed to develop a common understanding beyond each sector. Even though extreme standpoints must be accepted but they cannot be the guideline for the process. This process is an option for a serious cross-sector work.

Philip Weller further introduced “Environmentally sustainable inland waterway transport - a vision for the Danube River Basin”: Inland navigation and waterway transport is neither automatically damaging nor automatically beneficial to the environment. It can be a very environment-friendly means of transport of goods and people, if it is executed within a framework of conditions (ecological quality and requirements/limits of use of each water body, legal and policy frameworks for integrated river basin management and inland waterway development). A Vision for ecologically sustainable transportation needs to focus on both process (sharing information on the needs and interests of transport and ecology) and specific technical considerations (waterway and vessel design, logistics, cost-benefit assessments etc.).

Panel I: Setting the scene

Mathias Jungwirth, University of Natural Resources and Applied Life Sciences, Vienna, Institute of Hydrobiology and Aquatic Ecosystem Management spoke about “Ecology of large rivers, anthropogenic pressures and impacts”. He explained that large river systems are multidimensional ecosystems, where

natural disturbances (floods, droughts) are the basis for their highly dynamic nature. The complex driving forces and exchange processes acting across three spatial dimensions result in frequently changing connectivity conditions and an especially heterogeneous habitat complex. Human pressures like pollution, river straightening for flood control and/or navigation purposes, and especially hydroelectric power plants create serious problems and impacts on the ecological status, especially if they impact the original hydro-morphological situation (e.g. hydro-peaking, reservoir flushing, cross-catchment water diversion, bed-load retention) and/or the natural composition of ecological communities (e.g. through barriers for migratory fish species). The conservation, protection and sustainable development of ecologically intact river-floodplain systems - as required by the EU-WFD – must be based on multi-disciplinary planning and decision processes aiming at multi-usable riverine landscapes.

Otto Schwetz, Chairman of Corridor VII, TINA Office, Vienna, provided “Facts and perspective of European Inland waterway transport – focus on the Danube River Basin”: He reported that global freight transport volumes have increased (also from Asia to Europe), while the external costs of traffic congestion, accidents, air pollution and noise have become more apparent. The EU initiative to promote alternative modes to road transport gives priority to inland waterway transport and sea/river transport

Corridor VII, the Danube, is seen as a very important transport artery between the Black Sea and central Europe / the Atlantic. Several obstacles, i.e. "bottlenecks" for Danube navigation (300 km from 2400 km of navigable fairway), prevent deploying its full potential. For improving the Danube navigability for cargo transport, investments of €1,4 billion will be required but only beneficial if also ports, shipyards, fleets, operations, institutional and legal issues will be improved. Inland navigation was found the most environmental transport mode, when checking the CO₂ production. The Ministerial Danube Co-operation Process since 2002 wants to improve the Danube as a multi-modal transport corridor, e.g. via National Action Plans according to the EU-NAIADES Programme.

Panel II: Legal and policy framework

Marieke van Nood, DG Environment, European Commission presented “Integrated water management - the European policy framework and challenges”. She presented the Water Framework Directive (WFD), adopted in 2000, as a legal framework to achieve "good status" for all waters by 2015, but the first implementation report of the WFD (COM(2007)128) identifies an average of 40% of EU surface water bodies as being at risk of failing to achieve it. On average more than 20% of water bodies in the EU are provisionally identified as heavily modified and artificial. The main reasons are pollution from agriculture and hydromorphological pressures, with navigation as one of its main driving forces.

WFD is currently complemented by the new Groundwater and Floods Directives (2006 resp. 2007). The WFD planning process for establishing river basin management plans needs to be coordinated and integrated (notably via the Common Implementation Strategy) with plans and programmes for agriculture, rural and regional development, navigation and hydropower. The WFD provides some exemptions, i.e. surface water status deterioration, under certain conditions, if properly applied.

Felix Leinemann, DG Transport, European Commission gave the different point of view about “Inland water transport – the European policy framework and challenges”. Europe’s freight transport system faces various problems, i.a. it is detrimental to the environment and quality of life. But the traffic between Member States is expected to double until 2020. Inland waterway transport (IWT), using 35.000 km of waterways and connecting hundreds of cities and industrial regions, can contribute significantly to coping with present and future traffic volumes in Europe. IWT is characterised by its reliability, its cost-effectiveness and energy-efficiency, modest noise and gaseous emissions, as well as its low external costs and a high degree of safety. The “NAIADES” Action Programme (2006-2013) establishes a comprehensive policy framework for the promotion of IWT at EU level. It is structured

around five inter-dependent areas: market, fleet, jobs and skills, image, infrastructure. The Trans-European Transport Networks (TEN-T) policy aims to remove the bottlenecks in the EU's transport infrastructure. The Rhine-Main-Danube axis (links the North Sea with the Black Sea) is one of 30 TEN-T priority projects and aims to allow vessels of up to 3.000 tonnes to pass at a minimum draught of 2.5 metres along the entire waterway; this requires to improve the navigability of certain stretches of the Danube. NAIADES suggests a "European Development Plan" for waterway infrastructures and transshipment facilities to reconcile environmental protection and sustainable mobility. According to a new EC Communication (March 2007), an EU Coordinator for the TEN-T's IWT projects will be nominated in spring 2007.

Birgit Vogel, Technical Expert for River Basin Management, ICPDR Secretariat presented the "Danube Basin Analysis – pressure/impact analysis as basis for future Danube river basin management". The Danube River Basin Analysis was the first important step (reported to the European Commission in March 2005) towards the WFD Danube River Basin Management Plan (DRBM Plan). It identified hydromorphological alterations as one of four Significant Water Management Issues (SWMI) in the Danube Basin. Consequently, in order to achieve the WFD environmental objectives by 2015, further management steps related to these SWMIs will be part of the DRBM Plan via the corresponding Joint Programme of Measures (JPM for basin-wide measures). The identified drivers which cause hydromorphological alterations are hydropower generation, navigation and flood defence. The *Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin* should contribute to the guidance towards the JPM in order to achieve the WFD environmental objectives.

The day ended with a *Joint dinner at the Schiffmühle* (a ship mill rebuilt on original plans to display the former traditional way of using river energy).

Panel III: Integrated River Engineering Project on the Danube East of Vienna: The challenge of combining the requirements of the EU Water Framework Directive with the needs of navigation – constraints and opportunities

Carl Manzano, Director, National Park Donauauen explained the "Requirements from the ecology side":

The part of the Danube east of Vienna covered by the Integrated River Engineering Project (IREP) is almost identical with the area of the *Nationalpark Donau-Auen* (Danube Floodplain National Park NP). By invitation of the Austrian Waterways Authority, the NP Company was involved in project development since early 2003 and took an active role in the project steering committee. The consent reached in 2004 is in fact the result of a much longer process of technical discussions and political struggles: Since the 1940ies the hydro powerplant of Hainburg should have been built here. But after fierce resistance of an emerging ecological movement in the 1980s, culminating in a spectacular occupation of the construction site in December 1984, the project had to be stopped and was never realised. Instead, the NP was established in autumn 1996.

In the "Hainburg" debate, biologists developed a concise understanding of the basic ecological parameters of the floodplain, putting the focus on the altered hydro-morphology. It was agreed that preserving the status quo can not be the final solution but that within twenty years new engineering solutions are to be developed to solve the problem of continuous sole degradation. The NP planning group developed first ideas of bed stabilisation and of reconnecting side arms cut off by river regulation.

Along with the establishment of the NP three pilot projects of reconnecting side arms were realised (1996 – 2004). A pilot project of natural river bank restoration followed in 2005/ 2006. All these were joint projects of the Austrian Waterways Authority and the NP, co-financed by the EU LIFE-

Programme. Due to the consecutive gain of experience, it became each time easier to convince stakeholders and authorities to take the risk of a more “radical” project.

These projects further demonstrated in a very concrete and practical way the high river restoration potential, even along this major international waterway. But they did not solve the problems of bed erosion and navigation. In 1997 the Austrian Waterways Authority presented the first integrated river engineering project based on a low water depth of 3,20 m and the so called “granulometric sole improvement”.

This was not acceptable for the NP. In the following discussion and planning process, the NP and its Scientific Board defined *standards and preconditions* for an integrated navigation project in the NP:

- *Improvements for navigation should not (as in the past) worsen the problem of sole erosion, but provide a lasting and sustainable solution. Water levels should be raised as far as possible, the dynamics of gravel transport – though substantially reduced – should not be stopped completely. The concept of granulometric sole improvement complies with these demands.*
- *For a truly integrated project, improvement of navigation has to be combined with all possible measures of river restoration. The potentials of reconnecting side-arms and of river bank restoration (about 50% of the “shoreline”) have to be fully realised.*
- *Low water regulation must not increase hard stone structures by more than 10% of the actual length. New shapes of groins are to be applied to minimize the negative impact on river bed diversity and shallow water habitats.*

Since any increase in the requirements for navigation narrows the margin for “hydro-morphological freedom” of the river, increased navigation standards would lead to detrimental projects in other parts of the Danube, where compensating measures reached for the National Park would not be applied. This argument underlines the importance of reaching a Danube-wide common understanding of an “ecologically sound inland waterway transport”. Taking the Austrian experience as a positive example one should not forget, that the consensus reached is based on

- *a 20 years-old “culture” of confrontation and cooperation;*
- *the legal status of the National Parks that allows a discourse between conservation and navigation at the same eye level;*
- *new and innovative technical concepts, provided by creative water engineers which made a win-win-solution possible.*

Christian Schramm, Project Manager, via donau presented the related “Requirements from the navigation side”:

The enlargement of the EU, here along the Danube Corridor, has led in the last decade to an increased trade and a rapid rise in the amount of traffic. Commercial transport along the Danube corridor has soared by 124% from 1994 to 2004, and is expected to grow even more in next years. Coping with growing traffic volumes in an environmentally and socially-friendly manner calls for a more intense use of the free capacities of the Danube waterway. This can be ensured by upgrading and improving the infrastructure and services for Danube navigation, including upgrading the insufficient fairway conditions especially on the free-flowing sections of the Upper Danube.

In the section of the Danube between Vienna and the Slovak border, the fairway depths are not deep enough or subject to broad fluctuations over the year, thus limiting the market potential of shipping on the Danube to certain kinds of goods and transport relations. Furthermore the continuous erosion of the Danube riverbed up to 3.5 cm per year deteriorates the ecological balance of the Danube Floodplains National Park, risking an extensive drying out of the wetlands.

Based on this situation, the Federal Austrian Ministry of Transport, Innovation and Technology together with via donau (the Austrian Waterways Authority) has initiated the process of the Integrated River Engineering Project on the Danube to the East of Vienna in order to improve the nautical and ecological conditions on this section of the Danube. The goal of the project is the creation of a balance between the interests of inland navigation and the environmental needs of the National Park. First, an interdisciplinary steering committee consisting of well-known experts from the fields of hydro-engineering, ecology, inland navigation and regional economy analysed in detail 11 different options for developing the Danube section east of Vienna. Then, in April 2004, the steering committee defined a bundle of planning guidelines to reach the above mentioned balance. Based on these planning principles the Integrated River Engineering Project was drawn up to improve the fairway and sustain the riverbank renaturation and waterway linkage of the Danube Floodplain National Park's landscape. With this unique planning approach the project will create a win-win situation for both - inland navigation and nature protection.

Helmut Habersack, University of Natural Resources and Applied Life Sciences, Vienna Institute of Water Management, Hydrology and Hydraulic Engineering, then explained the “Innovative river management – combining ecology, navigation and river engineering”, as it is being currently executed along the Danube east of Vienna.

The joint process started from the fact that the free flowing Danube downstream of Vienna is in the long term endangered by the lowering of the groundwater table: Due to channelization and bank protection measures the former morphodynamics have been stopped; floods lead to sedimentation of side channels and the inundation area. On the other hand, the complex and diverging interests of navigation and ecology as well as other groups like hydropower companies for decades prevented a sustainable solution, satisfying all interests in an acceptable way.

The steering group formed by BMVIT and via donau, first excluded all alternatives that were not at all agreeable. Then several scenarios of the selected alternative were intensively discussed and improved over several years. But only via the accepted planning principles and a process moderation, the designing of measures could be continued, leading to modified scenarios, which were assessed and improved by the steering group and planning team in very intensive and often controversial discussions. After a total planning and discussion period of over three years, where both, ecology and navigation were willing to find a compromise, hardly to be accepted by the individual groups, an agreed set of measures was defined, aiming for a win-win situation for ecology and navigation.

The measures leading to a significant improvement of ecology include

- *the Granulometric bed improvement : A 25 cm thick layer of approximately 40 to 70 mm coarse gravel material will be added to the bed surface, focussed to pool reaches, to reduce the bedload transport capacity and minimize the bed degradation.*
- *River restoration for improving the ecological status: This consists of riverbank restoration (removal of bank protection at all inner bends, allowance of side erosion), side-arm reconnection and a stop of river bed degradation.*

The measures for the *improvement of navigation* are:

- *Dredging and defined refilling of material (leading to a sediment balance)*
- *Construction and modification of groins to reduce sedimentation in groin fields*
- *Granulometric bed improvement.*

The realisation of these innovative measures implies the necessity of monitoring the success by an interdisciplinary team. A prerequisite for the joint solution was a common language across disciplines, a

common will to understand the problems of the “other” side and a special communication and discussion culture over more than three years

The **Discussion** underlined that the granulometric solution works only for gravel rivers, but not for sand rivers (e.g. the lower Danube). The unsteady operation of upstream hydropower plants is a problem both for fish populations and navigation. The Austrian model is currently being executed in a 3 km pilot area and will be further implemented in a step-wise, adaptive way. The new type of groins was developed on the base of experience gained on the Elbe and Rhine rivers.

Excursion

The workshop ended in a joint visit (by rubber boats and on foot) to some pilot sites along the banks opposite to Hainburg of the Integrated River Engineering Project on the Danube East of Vienna.

Wrap up and outlook towards Workshop II

Philip Weller concluded that the workshop started with a strong support by all participants to this Danube IWT process. Also, this cooperation between Basin and Navigation Commissions is already proven as mutually beneficial.

The presentations and related discussions in Orth have shown that

- *River ecology requires a very dynamic landscape*
- *the Danube is seriously deteriorated (pollution and hydro-morphological alterations)*
- *Each river section has its individual character and needs its own management and development*
- *The Danube river landscape has to serve many functions, one of them being IWT*
- *IWT is an environment-friendly transport and has a growing market*
- *IWT has to respect the EU legal framework (WFD, Fauna-Flora-Habitat Directive)*
- *Danube has free capacities for IWT but it needs to respect and adapt to the river ecology, i.e. IWT projects should not further deteriorate the riverine landscape but aim at improving/restoring it (e.g. achieve Good Ecological State)*
- *IWT projects need to be multi-functional and multi-disciplinary: a thorough preparatory process (planning guidelines) can lead to win-win situations.*

Issues to follow up:

- *Waterway maintenance: What are the possibilities to improve its execution?*
- *New infrastructure projects: How to optimise the quality and dimension of the waterway re. ecology and navigability?*
- *How to address the lack of coordination and harmonisation between WFD and national waterway projects (NAP)? Establish a list of waterway projects in the Danube basin.*
- *Look at and assess concrete IWT cases in other river areas (lower Danube, Sava).*
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Workshop 2 of the Joint Statement Process aims at agreeing upon technical ways to achieve ecology-friendly IWT and visit a second example site. It will be organised on invitation of the Romanian government for **June 25-26 (near Bucharest): Arrival of participants** is required **on Sunday 24 June** to join the field trip on 25 June to Calarasi.

As the Sava Commission offered to host the **Third Workshop**, it was agreed to hold it on **4-5 October 2007 in Croatia**.

2 Agenda

The objectives of the Kick-off Meeting and the Workshop I meeting are to:

- discuss the vision of environmentally sustainable and ecologically sound inland waterway transport in the Danube River Basin
- *discuss the development of the 'Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin' and its implications*
- *discuss the ecology and specific requirements of large rivers*
- *discuss facts and perspectives of European inland waterway transport*
- *discuss the legal and policy frameworks of integrated river basin management and inland waterway transport*
- *discuss the "Integrated river Engineering Project East of Vienna" – an example of combining the requirements of ecology and navigation*

Wednesday, April 25

10:00	Welcome	<i>Lucia Ana Varga President 2007, ICPDR Milovan Bozinovic President, Danube Commission Kemal Karkin President, International Sava River Basin Commission</i>
10:15	Introduction to the process	<i>Philip Weller Executive Secretary, ICPDR</i>
10:30	Overall goal and objective of the three workshops Introduction round (incl. expectations)	<i>all participants</i>

	<i>Introductory speeches</i> <i>towards an “environmentally sustainable and ecologically sound inland waterway transport” in the Danube River Basin</i>	
11:30	Ecology and inland water transport – Can we bring them together?	<i>Fritz Holzwarth</i> <i>EU Presidency 2007 (Germany)</i>
11:45	Environmentally sustainable inland waterway transport - a vision for the Danube River Basin	<i>Philip Weller</i> <i>Executive Secretary, ICPDR</i>
11:55	Discussion	
12:15	<i>Lunch</i>	
	<i>Panel I: Setting the scene</i>	
13:30	Ecology of large rivers, anthropogenic pressures and impacts.	<i>Mathias Jungwirth</i> <i>University of Natural Resources and Applied Life Sciences, Vienna</i> <i>Institute of Hydrobiology and Aquatic Ecosystem Management</i>
14:00	Facts and perspective of European Inland waterway transport – focus on the Danube River Basin	<i>Otto Schwetz</i> <i>Chairman of Corridor VII, TINA Office, Vienna</i>
14:30	Discussion	
15:00	<i>Coffee break</i>	
	<i>Panel II: Legal and policy framework</i>	
15:30	Integrated water management - the European policy framework and challenges	<i>Marieke van Nood</i> <i>DG Environment, Europ. Commission</i>
15:50	Inland water transport – the European policy framework and challenges	<i>Felix Leinemann</i> <i>DG Transport, European Commission</i>
16:10	The Danube Basin Analysis – pressure/impact analysis as basis for future Danube river basin management	<i>Birgit Vogel</i> <i>Technical Expert for River Basin Management, ICPDR Secretariat</i>
16:30	Discussion	
17:30	<i>End of Day 1</i>	
	Transportation to the Schiffmühle	

19:00 until 22:00	<i>Joint dinner at the Schiffmühle, Uferhaus Orth</i>	
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Thursday, April 26

	<i>Panel III: Integrated River Engineering Project on the Danube East of Vienna: The challenge of combining the requirements of the EU Water Framework Directive with the needs of navigation – constraints and opportunities</i>	
9:00	Requirements from the ecology side	<i>Carl Manzano Director, National Park Donauauen</i>
9:30	Requirements from the navigation side	<i>Christian Schramm Project Manager, via donau</i>
10:00	Innovative river management – combining ecology, navigation and river engineering	<i>Helmut Habersack University of Natural Resources and Applied Life Sciences, Vienna Institute of Water Management, Hydrology and Hydraulic Engineering</i>
10:30	Discussion	
11:30	Wrap up and outlook towards Workshop II	<i>Philip Weller Executive Secretary, ICPDR</i>
12:00	<i>Lunch</i>	
13:00	Excursion to visit pilot projects to the Integrated River Engineering Project on the Danube East of Vienna.	<i>organised in cooperation of the National Park Donauauen and via donau</i>
17:00	<i>Closure of the Workshop</i>	

3 List of Participants

Name	Organisation
Ms BABIC-MLADENOVIC Marina	Ministry of Agriculture, Forestry & Water Mgmt / Directorate for Water

Ms BACHMANN Jasmine	International Commission for the Protection of the Danube River (ICPDR)
Mr BERENCSI Miklos	Ministry of Environment and Water / WFD Department
Mr BEYER Knut	Federal Ministry for the Environment, Nature Conservation and Nuclear Safety
Mr BIONDIC Danko	Croatian Waters
Mr BIRKLHUBER Bernd	Federal Ministry of Transport, Innovation and Technology
Mr BOZINOVIC Milovan	Danube Commission
Ms BRATRICH Christine	WWF International Danube-Carpathian Programme / Department for Freshwater
Mr CUCU Alexandru Serban	Ministry of Transports, Constructions and Tourism / General Directorate of Environment
Mr DEUSCH Martin	European Barge Union
Ms DEUTSCH Ursula	Danube Tourist Commission
Mr GALAS Vyacheslav	Ministry of Transport and Communications / Department of Maritime and Inland Water Transport
Mr GEORGIEV Georgi	Executive Agency "Exploration and Maintenance of the Danube River"
Ms GJORESKA Alexandra	Southeast European Cooperative Initiative (SECI) / Stability Pact for SEE
Mr HABERSACK Helmut	University of Natural Resources and Applied Sciences, Vienna
Mr HALMO Norbert	Ministry of Environment / Department of River Basin Mgmt and Flood Protection
Mr HOLLO Gyula	Ministry of Environment and Water / WFD Department
Mr HOLZWARTH Fritz	Ministry for Environment, Nature Conservation and Nuclear Safety
Mr JENCIK Gabriel	Ministry of Environment / Department of River Basin Mgmt and Flood Protection
Mr JUNGWIRTH Matthias	University of Natural Resources and Applied Sciences, Vienna
Mr KARKIN Kemal	International Sava River Basin Commission (ISRBC)
Mr KASAPCHUK Valentyn	Ministry of Transport and Communications
Ms KATCHAKOVA Lyubka	Ministry of Environment and Water

Mr KOMATINA Dejan	International Sava River Basin Commission (ISRBC)
Mr KUSEBAUCH Gerhard	Federal Ministry of Transport, Innovation and Technology
Mr KUTALEK Pavel	Ministry of Transport / Department for Navigation and Waterways
Mr KUTZENBERGER Harald	International Association for Danube Research (IAD)
Mr LEINEMANN Felix	EC Directorate -General for Energy and Transport
Ms MAKARENKO Iryna	Ministry of Foreign Affairs / Department of Economic Cooperation
Mr MANZANO Carl	National Park Donauauen
Mr MARTON Tamas	Ministry of Economy and Transport
Ms MAMIC VUSIC Srecka	Ministry of the Sea, Tourism, Transport and Development / Directorate for Inland Waterway Navigation
Mr NAGL Gerhard	DEF Water Policy Team Co-ordinator Hydromorphology
Mr NEDIALKOV Danail	Danube Commission
Ms NICULESCU Anisoara	Ministry of Transports, Constructions and Tourism / General Directorate of Environment
Mr PERKINS Stephen	European Conference of Ministers of Transport (ECMT)
Mr RUBEL Oleg	DEF Secretariat
Mr SCHRAMM Christian	via donau
Mr SCHWETZ Otto	TINA Vienna Transport Strategies GmbH / Chairman Corridor VII
Mr SEITZ Manfred	Inland Navigation Europe (INE)
Mr SIMONER Marcus	via donau
Mr SKOFF Gerhard	Danube Tourist Commission
Ms SOLYANNIK Kateryna	Ministry of Transport and Communications
Mr STADLER Richard	Ministry for Agriculture, Forestry, Environment and Water Management
Mr TOEGEL Robert	via donau

Ms TOMIC Ivana	Ministry of Capital Investment / Department for Transport
Ms VAN NOOD Marieke	EC DG Environment – Unit Water & Marine Protection
Ms VOGEL Birgit	International Commission for the Protection of the Danube River (ICPDR)
Mr WELLER Philip	International Commission for the Protection of the Danube River (ICPDR)
Mr ZINKE Alexander	ICPDR - Consultant (Zinke Environment Consulting for Central and Eastern Europe)