

Conclusions

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

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We, the Ministers responsible for Transport from the Republic of Austria, the Republic of Bulgaria, the Republic of Croatia, the Federal Republic of Germany, Hungary, the Republic of Moldova, Romania, Bosnia and Herzegovina, the Slovak Republic, the Republic of Serbia and Ukraine reached the following conclusions:

HAVING REGARD TO:

- "The European Green Deal" Communication 2019/640 final and the "Sustainable and Smart Mobility Strategy" Communication 2020/789 final of the Commission which stipulates the designing of policies to accelerate the shift to sustainable and smart mobility;
- Article 15 §3. (b) of the Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network (TEN-T), including its potential extension towards the Republic of Moldova, Bosnia and Herzegovina, the Republic of Serbia and Ukraine, obliging EU Member States to achieve a good navigation status (GNS) by 2030 at the latest, while complying with the applicable environmental legislation, pertaining to the NATURA 2000 network of protected areas and the Water Framework Directive;
- the NAIADES III Communication¹ of the European Commission of 24 June 2021 "Boosting future-proof European inland waterway transport", which includes infrastructure as one of its key areas of intervention;
- the "Council Conclusions on Inland Waterway Transport of 3 December 2018"², Council Conclusions on "EU Waterborne Transport Sector – Future outlook: Towards a carbon-neutral, zero accidents, automated and competitive EU Waterborne Transport Sector" of 5 June 2020³, the Council Conclusions on the "Ongoing development of inland waterway transport (NAIADES III)" of 5 December 2022⁴
- the Commission Staff Working Document on "Digital Inland Navigation" of 18 September 2018⁵;
- the European Agreement on Main Inland Waterways of International Importance (AGN) – for

¹ COM 2021/324 final

² Council of the European Union, 13745/18 TRANS 489 MAR 156

³ Council of the European Union ST 8648/20 TRANS 243 MAR 80 OMI 34 ENV 335 CLIMA109 SOC 397 DIGIT 43

⁴ Council of the European Union, 14847/22 TRANS 713 MAR 210)

⁵ SWD(2018) 427 final

those countries who have ratified it;

- the provisions of the Belgrade Convention of 1948 establishing the Danube Commission and the Framework Agreement on the Sava River Basin of 2002;
- the European Strategy for the Danube Region (EUSDR) and the related objective to optimally manage and improve navigability conditions as well as landside infrastructure in a harmonized and environmentally sustainable way, as stipulated in the revised Action Plan concerning maintenance and rehabilitation measures;
- the Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin adopted by the International Commission for the Protection of the Danube River (ICPDR), the Danube Commission and the International Sava River Basin Commission in December 2007 and currently under revision;
- the "Declaration on effective waterway infrastructure maintenance on the Danube and its navigable tributaries", signed at the Danube Ministers Meeting in Luxembourg on 7 June 2012 by the Ministers and Heads of Delegations responsible for Transport from the Republic of Austria, the Republic of Bulgaria, the Republic of Croatia, the Federal Republic of Germany, the Republic of Moldova, Romania and the Slovak Republic and supported by the responsible Ministers in Bosnia and Herzegovina, the Republic of Serbia as well as Ukraine;
- the "Conclusions on effective waterway infrastructure rehabilitation and maintenance on the Danube and its navigable tributaries", signed at the Danube Ministers Meetings in Brussels on 3rd December 2014, in Rotterdam on 20th June 2016, in Brussels on 3rd December 2018, in a written procedure in June 2020 as well as in Lyon on 29th June 2022 by the Ministers and Heads of Delegations responsible for Transport from the Republic of Austria, the Republic of Bulgaria, the Republic of Croatia, the Federal Republic of Germany, Romania, the Slovak Republic, Bosnia and Herzegovina, the Republic of Moldova, as well as the Republic of Serbia and Ukraine;
- the "Agreement between the People's Republic of Romania and the Government of the People's Republic of Bulgaria concerning the maintenance and the improvement of the fairway on the Romanian-Republic of Bulgarian sector of the Danube", signed in Sofia on 29 November 1955;

HAVING TAKEN NOTE OF:

- the recommendations by the NAIADES II Implementation Expert Group on "An Inland Waterway Transport Agenda for Europe 2021-2027";

CONSIDERING that inland waterway transport needs a reliable, safe, cost-effective and climate-resilient infrastructure network.

CONSIDERING that inland waterway transport remains an energy-efficient, safe and sustainable alternative to other modes of transport and alleviates congested and overloaded road and rail networks.

WE, the Ministers responsible for Transport:

RECOGNISE the importance of the Rhine-Danube Core Network Corridor and Danube navigation for the functioning of transnational transportation in the European Union, in particular the EU-Ukraine Solidarity Lanes;

RECOGNISE the multifunctional character of the Danube and its tributaries as a key transport corridor, which also have other important functions including ecological, cultural and recreational;

REAFFIRM our strong commitment to ensuring safe and efficient transport links by stepping up shipping on the Danube as part of the EU-Ukraine Solidarity Lanes, given the blockade of ports of Ukraine in the Black Sea and the Sea of Azov;

STRESS the need to fulfil the legally binding obligation to preserve "Good Navigation Status" (GNS) of the Danube river and its navigable tributaries that are part of the TEN-T network, as far

as this is possible with maintenance and rehabilitation measures, and to respect the relevant environmental legislation. This includes fulfilling in particular, the legally binding obligation of reaching a "Good Ecological Status/Potential" as required by the Water Framework Directive, a "Favourable Conservation Status" as required by the Birds and Habitats Directives, as well as the objectives of restoration of the connectivity of rivers and natural functions of the related floodplains;

REAFFIRM our strong commitment to implementing the "Fairway Rehabilitation and Maintenance Master Plan of the Danube and its navigable tributaries", hereafter referred to as "the Master Plan", as prepared within the framework of the EU Strategy for the Danube Region by Priority Area 1a on Inland Waterways in November 2014 and updated in spring 2022;

NOTE that the Master Plan shall not affect in any way the determining and marking of the state borders;

ENDORSE the updated "Master Plan implementation progress summary report" presented in the Annex A;

RECOGNISE the positive examples and progress made in the majority of Danube riparian states in implementing the Master Plan by means of rehabilitation measures, the general intensification of fairway marking and maintenance dredging activities in the Republic of Austria, the Slovak Republic, the Republic of Croatia, the Republic of Serbia, Romania and the Republic of Bulgaria as well as the procurement of equipment for waterway management;

NOTE however that the navigation status has still not improved in all Danube riparian states compared to 2014, as reflected in the "Master Plan implementation progress summary report" presented in the Annex A;

REITERATE the need for national action in implementing the Master Plan, while respecting the principle of subsidiarity;

REAFFIRM the will to cooperate with the relevant coordinating bodies such as the European Commission, EUSDR and River Commissions to establish joint initiatives for the efficient and effective implementation of the Master Plan, such as cross-border and transnational projects;

CALL UPON all relevant riparian EU Member States and non-EU countries to further support effective and timely progress monitoring regarding the Master Plan and thereby UNDERLINE the importance of the annual Reports on Good Navigation Status and National Action Plans as one of the monitoring tools for individual actions, responsibilities, budgets and resources for rehabilitation and maintenance measures in line with the Master Plan;

UNDERLINE the importance of the European Union co-funding, notably within the framework of the Connecting Europe Facility, the European Structural and Investment Funds, the Instrument for Pre-Accession and Neighbourhood, Development and International Cooperation Instrument – Global Europe as well as the EU coordination for the realisation of this Master Plan;

CALL UPON all Danube riparian states to ensure the continued operation of EU-funded equipment and systems (gauging stations, systems for water level forecasts, vessels, national and transnational waterway management and monitoring system(s), etc.) as well as information services to waterway users even after the end of the related projects;

WELCOME the successful start of the CEF co-funded project FAIRway Danube II and the joint efforts of all its beneficiaries (Republic of Austria, the Republic of Bulgaria, the Republic of Croatia, Hungary, Romania and the Slovak Republic) to preserve a good navigation status, as far as this is possible within the activities of the project; while respecting the characteristics and sensitivity of the Danube from an environmental perspective;

AGREE to maintain this high level of activity and - where still needed - to step up fairway rehabilitation and maintenance efforts in 2024 and beyond in order to improve the fairway conditions according to the maintenance objectives in force;

ACKNOWLEDGE that the availability of adequate national financial means for the implementation of the Master Plan, in particular the sustainable allocation of a sufficient yearly operative budget, is fundamental and thus a key success factor;

UNDERLINE the need to execute all rehabilitation and maintenance measures in an integrated manner in order to ensure that applicable environmental legislation is complied with as well as the Guiding Principles of the Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin are met;

RECOGNISE that investments in waterway infrastructure rehabilitation should be planned and carried out where possible in a way that contributes to restoration of river ecological issues (longitudinal, lateral, vertical and temporal) without compromising the functioning of transportation, maintenance and protection against flooding.

in this context, REFER to the Joint Statement Process established in 2007, which is currently being updated and will take into better consideration the need for comprehensive river basin management for a sustainable, functional and resilient Danube and Sava river basins and transport routes;

CALL UPON all Danube riparian states to establish interdisciplinary know-how inside the waterway administrations in order to develop Nature Based Solutions for rehabilitation and maintenance as part of a holistic approach to river management and WELCOME that such solutions are to be tested in the framework of the FAIRway Danube II project;

STRESS the need for further research to reduce the knowledge gaps regarding the impacts of climate change on navigability for all parts of the Danube and its navigable tributaries and SUPPORT the development of flexible and reversible adaptation strategies in waterway management (here: rehabilitation, maintenance and operation) to address the changing conditions on the waterway;

STRESS the need to also pursue the implementation of important flanking measures, where possible:

- the reduction of administrative barriers in cross-border Danube navigation
- the development of land-side infrastructure (in particular mooring places) in a sustainable way, while taking into account sedimentation and erosion,
- the modernisation/upgrade of locks
- the further greening of the inland fleet.

ENGAGE in supporting a sustainable and efficient integration of inland navigation with all other modes of transport;

WELCOME the results so far of the joint Working Group of EUSDR PA 1a and PA 11, which are aimed at the simplification, harmonisation and digitalisation of administrative processes in Danube navigation and ENCOURAGE the further digitalisation of border control processes, amongst others with the help of the CEF co-financed projects that also facilitate cross-border control procedures;

ENCOURAGE all Danube riparian states to engage in the further development of digitalised waterway management and monitoring systems as well as traffic management systems in line with the Digital Inland Navigation endeavour;

CALL UPON EU Member States and non-EU countries to support the implementation of the Digital Vision for the sector as set out by the DINA Commission Expert Group;

RECALL that inland ports are an essential part of the EU's transport backbone along the Danube, acting as significant logistics and transport nodes in the supply chain and contributing to socio-economic development in those regions. In this context, ENCOURAGE EU Danube Member States to promote inland ports as zero emission nodes as well as crucial multimodal hub and CALL UPON them to foster innovative solutions for port's infrastructure, resilient to climate change;

CALL UPON all Danube riparian states to undertake above measures in close cooperation and consultation with the Inland Waterway Transport sector and the civil society, as well as the International Commission for the Protection of the Danube River, the Danube Commission, the

International Sava River Basin Commission and the European Commission

MEET every two years or as necessary to follow up on the present conclusions and make sure that they are implemented as agreed.

ANNEX A: Master Plan implementation progress summary report

Status of the Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries

(dated 01-03-2024)

Key achievements since the endorsement of the Master Plan in 2014

The **Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries** was developed by the EU Danube Region Strategy's Priority Area 1a Steering Group based on the Luxemburg Declaration (2012) and updated in 2021. It highlights the national needs and mid-term measures required to realise harmonised and stable fairway conditions on the Danube river and its tributaries, in line with the existing international legal framework and the related PA1a targets.

With the **Ministerial Conclusions signed in Brussels on 3 December 2014**, ten Transport Ministers of the Danube region adopted the Master Plan and agreed to take the necessary measures foreseen in the plan. **The Transport Ministers reconfirmed their commitment to its implementation with the Ministerial Conclusions signed in Rotterdam on 20 June 2016, in Brussels on 3 December 2018, by means of a written procedure in June 2020 and in Lyon on 20 June 2022.**

The European Union's involvement enabled a boom in investments, starting in 2014, boosting the realisation of the Master Plan through EU co-funded projects mainly within the Connecting Europe Facility (CEF), the national Operational Programmes, the Instrument for Pre-Accession (IPA) and the European Investment Bank (EIB). The results of these activities have started to bear fruit on the ground, as fairway conditions are improving at several critical sections due to the improved technical capacities of the waterway administrations in the Danube region.

Project initiatives for the implementation of the Master Plan

The Master Plan is realized through a rich portfolio of transnational and national projects, all of which are listed in the PA1a project database (<https://navigation.danube-region.eu/projects/>).

Transnational projects triggered by the Master Plan:

The success story of the **FAIRway Danube** project (07/2015-12/2021) is now being continued within the framework of **FAIRway Danube II** project (04/2023-12/2027). Eight partners from six countries will use the co-funding of Connecting Europe Facility to invest approx. 70 million EUR between 2023 and 2027 in order to jointly execute the next implementation phase of the Master Plan. The following activities of the project contribute directly to its implementation:

- Regular updates of the Reports on Good Navigation Status ("National Action Plans" for the countries not involved in the project¹), which monitor the implementation status of the Master Plan as well as the GNS minimum requirements and thereby constitute the planning tools for its implementation;

¹ Countries not involved in the FAIRway Danube II project: Germany, Bosnia and Hercegovina, Serbia, Moldova and Ukraine.

- Procurement of necessary fixed and mobile sensors for monitoring key parameters of the (Good) Navigation Status, extension of the lead time of the water level forecast and further development of the trans-national waterway monitoring system (WAMOS 2.0);
- Execution of pilots for flexible infrastructure elements for enhancing low water resilience, aiming to develop nature-based solutions for river engineering, rehabilitation and maintenance as part of a holistic approach to river management.

Selected national projects triggered by the Master Plan:

- **Austria:** The fairway marking system was modernised in recent years. A new marking craft and a new pusher, both co-funded from CEF within the FAIRway Works! project, were put into operation. Fairway marks were equipped with remote monitoring units that enable the real-time monitoring of the signalisation. The exact position data of the physical buoys is integrated into the electronic navigation charts (IENCs) to be displayed on board of ships. The nationally financed Catalogue of Measures for the Danube East of Vienna contains both procedures of maintenance activities and river engineering optimisation projects. This includes bedload management as well as the optimisation of regulating structures (e.g. groynes). This optimisation process resulted in less dredging activity and reduced maintenance costs and environmental impact, whilst at the same time fairway conditions under low water conditions were improved significantly.
- **Slovakia:** In the framework of the DaReM project three floating platforms with excavators as well as a suction dredging kit, two self-discharging, non-self-propelled push boats, six dump trucks and a reconstructed tugboat "Tekov" were delivered in November 2023. The equipment will be used for rehabilitation and maintenance dredging, for example in the Hrušov reservoir.
- **Hungary:** The entire fairway marking system was successfully modernised by means of the CEF co-funded HUMARK project. Three new marking vessels and three high-speed inspection boats replace the old fleet. All land- and waterside navigation signs were replaced; 372 buoys were equipped with GPS trackers that enable the real-time monitoring of the buoys' status and positioning.
- **Croatia:** With EU co-funding from the national Operational Programme the Croatian marking system is being modernised until early 2024. The construction of two modern marking vessels, to be operated on the Sava and Drava rivers, is almost finalised and the 80 AIS AtoNs for the remote and real-time monitoring of the signalisation have already been deployed along the Danube.
- **Serbia:** With the procurement and installation of more than 160 new buoys, equipped with AIS AtoN transponders that enable real-time monitoring of the floating signalisation, Serbia has successfully upgraded its marking system on the Danube. The exact position data of the physical fairway marks is displayed in the electronic navigation charts (IENCs) on board of ships, providing valuable real-time information to the waterway users. Furthermore, 100 AIS AtoNs for the Sava river were delivered in January 2024, a state-of-the-art surveying vessel with multi-beam equipment as well as a marking craft are currently under procurement within the CEF co-funded FAIRway Works! Project, for which co-financing is also provided by the European Investment Bank (EIB). Furthermore, a network of hydro-meteo stations was recently contracted.

- **Romania:** Consecutive framework contracts for dredging works have in recent years resulted in extensive maintenance dredging in several critical locations and improved the availability of adequate fairway conditions, especially between Corabia and Bechet. In March 2022, a new framework contract for May 2022 to December 2024 was signed. Two self-propelled dredging vessels especially designed for Lower Danube river parameters are to be delivered in 2024, making use of a national investment fund. Within the SWIM project, co-funded from CEF, the multi-functional dredging technical vessel were delivered.
- **Bulgaria:** After more than 20 years, maintenance dredging works were conducted between 2018 and 2021 under a framework contract on the Bulgarian Danube sector, which improved the navigation conditions in several critical locations. The new framework agreement was contracted to be used between 2022 and 2024. The multifunctional dredging equipment was delivered in spring 2022, co-funded from the national Operational Programme and has been in operation successfully in 2023 during the low water period.
- **Republic of Moldova:** In 2017, the fairway marking system was upgraded through the installation of navigation signs at the entrance into the Giurgiulesti International Free Port. In 2018, a feasibility study on the need to equip Giurgiulesti Port with a tugboat, a dredger, and ship-generated waste reception facilities has been developed with EU support. The study has been presented to the European Commission and funding for these purchases is expected to be approved. In the meantime, dredging works are carried out where necessary and the adequate fairway conditions are maintained, both on the Moldavian sector of the Danube and in Giurgiulesti Port.
- **Ukraine:** Major and scheduled repairs of 2 dredgers of the “Delta Pilot” Branch of Ukrainian Sea Port Authority (USPA) were finalized in 2020. This equipment is essential to maintain adequate fairway dimensions on the Ukrainian sector of the Danube and to ensure the safe entry of vessels into the Danube ports. Regular maintenance dredging of the fairway and the port entrances is executed by means of USPA’s own dredging fleet as well as rented equipment.

Structural measures accompanying the Master Plan

Accompanying measures (e.g. investments in locks) are equally necessary to preserve a good navigation status, which is prescribed by the TEN-T Regulation (EU) No 1315/2013. Although not directly triggered by the Master Plan, the following projects and activities are important flanking measures.

- **Germany:** German Federal Waterways and Shipping Administration continuously carries out surveying and monitoring, dredging and fairway marking activities in order to preserve stable fairway conditions. Moreover, all locks and weirs are subject to prevention maintenance (periodic inspection), constant renewal of control/communication/drive technology, corrosion protection, rehabilitation measures like concrete works or steel hydraulics construction to the point of replacement of gates (if required). In January 2024, the upgrade of the fairway conditions between Straubing and Vilshofen was successfully completed in construction stage 1 from Straubing lock to Bogen railway bridge. The CEF co-funded project entailed all technical measures to develop the waterway from Straubing to Bogen, including different river engineering measures (dredging, adaption of one longitudinal structure, additional banking structures and riverbed protection). Ecological compensation measures were also part of this project. The upgrade of the fairway conditions in construction stage 2 and 3 of the section between Straubing and Deggendorf will start in autumn 2024.

The planning approval procedure is currently being carried out for the section between Deggendorf and Vilshofen.

- **Slovakia - Upgrade of Gabčíkovo locks:** The CEF co-funded upgrade of the Gabčíkovo locks aims at the modernisation of the locks and consequently the concurrent operation of both lock chambers and to ensure a safe passage through the locks. The project was successfully completed in December 2023.
- **Croatia:** With co-funding from CEF the EIA study and design documentation for the critical sector Jaruge – Novi Grad on river Sava are under preparation. This includes the delivery of a main design covering works priority measures to be implemented along this critical section and to issue construction permits and physical planning. Regulation works were completed on the Danube, in the critical sector Sotin. A first winter vessel shelter on the common Croatian – Serbian stretch of the Danube is under construction in Opatovac. Both measures, at Sotin and Opatovac, are co-financed within the national Operational Programme.
- **Serbia:** The river training and dredging works on six critical sectors on the Danube between Backa Palanka and Belgrade were concluded in 2021 and improved navigation conditions along the Serbian sector of the Danube. The project as well as the accompanying supervision and environmental monitoring of the works were funded from the Instrument for Pre-Accession (IPA). A similar project for river engineering measures at the Sava Drina confluence is under preparation.
- **Serbia - Upgrade of the Iron Gate I and II navigational locks in Serbia:** The navigation locks at the Serbian side of the dam at Iron Gate I and II have been in operation for about 40 years. The structural, mechanical and electric installations, which are necessary for proper lock operations, were in poor condition. Within a CEF co-funded project, the Iron Gate I navigation lock was already upgraded (2017-2022), while the Iron Gate II navigational lock is being upgraded until July 2024 within the CEF-co-funded FAIRway Works! project. The European Investment Bank provides co-financing for both projects.
- **Romania:** With funding from the Operational Programme for Transport 2021 – 2027 the Năvodari locks located on the Poarta Alba – Midia Navodari Canal will be rehabilitated. With funding from CEF the mooring places located in the vicinity of the ports Basarabi and Medgidia will be modernized.
- **Romania and Bulgaria:** Following the obtaining of environmental permits from the CEF co-financed FAST DANUBE project, capital dredging measures will be executed in twelve critical locations and river engineering training works in three locations on the Romanian-Bulgarian border section of the Danube in the framework of the FAST Danube 2 project, co-financed from CEF2. The traffic safety will increase through the rehabilitation and modernization of the signalling system through the implementation of the DISMAR project co-financed by the cross-border program INTEREG Romania – Bulgaria.
- **Ukraine:** In order to bring the Danube-Black Sea Deep-Water Navigation Route project in line with the Espoo Convention and to find a compromise solution for the future implementation of the project, a number of steps were taken to adapt Ukraine's environmental legislation to comply with the Espoo Convention and EU legislation during the previous years. A clear program of actions to achieve the set objectives was developed and presented to the Committee on the Implementation of the Espoo Convention – the Roadmap for bringing the “Danube - Black Sea” project in full compliance with the Espoo Convention. Since 2019, the realisation of design works on «Reconstruction of construction facilities «Creation of a deep-water ship course of

the Danube - Black Sea on the Ukrainian section of the Delta». Feasibility stage» is ongoing. At the end of 2023 the Ministry of Environmental Protection of Ukraine has published an environmental impact report, based on the consultations with Romanian competent authorities and the results of the public hearings. Ukraine reported to the Implementation Committee of Espoo Convention regarding the progress achieved.

Effects of the initiatives on the fairway conditions

Since the endorsement of the Master Plan in 2014, significant steps have been taken for its implementation. More than 75 million EUR have been invested through EU co-financed projects within the Connecting Europe Facility, the national Operational Programmes, the Instrument for Pre-Accession (IPA) and the European Investment Bank (EIB). The investments triggered by the transnational and national projects summarised above and the operative use of the new equipment for targeted rehabilitation and maintenance measures has gradually improved the physical fairway conditions as well as the information situation for the waterway users over the last three years. At the same time, especially in years with severe low water periods, such as 2022, it becomes apparent that the omission of necessary waterway management tasks, in particular timely dredging and marking interventions, quickly creates unprofitable fairway conditions for the shipping industry.

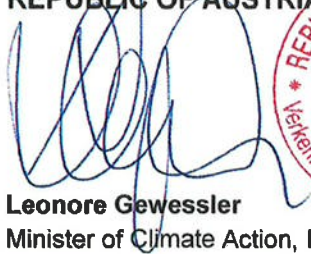
The year 2022 was characterised by unfavourable hydrological conditions in several months. Already in spring water levels dropped significantly; on the Lower Danube historically low water levels were recorded for multiple days, especially in August and September. The hydrological conditions only improved in December 2022. With a few exceptions, fairway conditions along the entire Danube were therefore significantly worse than in the previous year. Especially on the Hungarian and the Lower Danube, the required 2.50m fairway depth were only reached on about 60-75% of the year. In the period July-August, navigation in the Svishtov area was de facto suspended for more than a month due to a lack of proactive maintenance dredging in the area.

Since the endorsement of the Master Plan its implementation status and the development of fairway conditions at the most critical locations along the Danube has been monitored by means of the National Action Plans. Over the years, several locations along the Danube have repeatedly proven to be highly critical in terms of maintenance and rehabilitation: the Hungarian Danube, the area around Milka/Belene/Coundur (BG). The section Straubing-Vilshofen (DE) is also critical in terms of navigation conditions. Improvements have been achieved in this section with the completion of the upgrade of the fairway conditions in construction stage 1 from Straubing lock to Bogen railway bridge. Formerly critical sections, which show a relative improvement over the last years include for instance East of Vienna (AT) and Futog (RS). In Cochirleni (RO), Corabia (RO) and Turcescu (RO) the situation improved considerably after the maintenance dredging works performed in the last years.

Complementing the new equipment (e.g. monitoring equipment, monitored Aids to Navigation, multi-functional dredging equipment), upgrading information systems where required and in particular securing sufficient and regular operational human and financial resources, not least consecutive framework contracts for dredging, at the national level remain to be the key challenges for the next years.

Signatures

REPUBLIC OF AUSTRIA

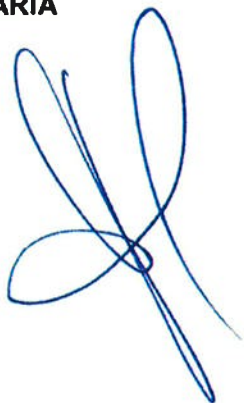


Leonore Gewessler

Minister of Climate Action, Environment, Energy,
Mobility, Innovation and Technology

REPUBLIC OF BULGARIA

Georgi Gvozdeykov
Minister of Transport
and Communications

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REPUBLIC OF CROATIA



Oleg Butković
Vice President of the Government and
Minister of Sea, Transport and
Infrastructure

FEDERAL REPUBLIC OF

GERMANY

Volker Wissing

Dr Volker Wissing
Federal Minister for Digital and Transport

ROMANIA

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Sorin-Mihai Grindeanu
Minister of Transport and
Infrastructure

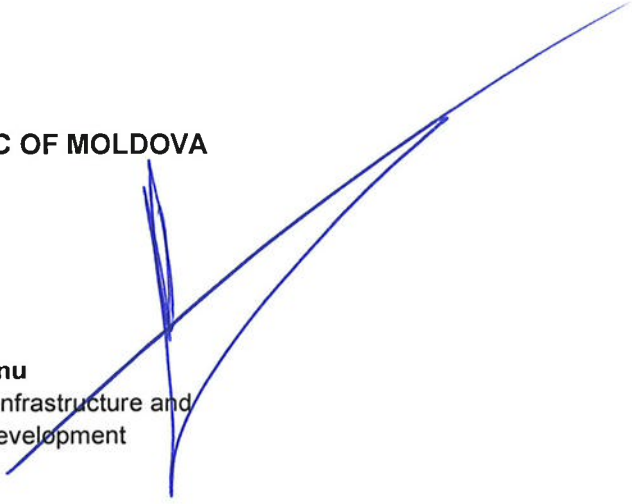
SLOVAK REPUBLIC



Jozef Ráž
Minister of Transport

REPUBLIC OF MOLDOVA

Andrei Spînu
Minister of Infrastructure and
Regional Development

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REPUBLIC OF SERBIA

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Goran Vesic
Minister of Construction,
Transport and Infrastructure

UKRAINE

Oleksandr Kubrakov
Deputy Prime Minister for Restoration of Ukraine,
Minister for Communities, Territories and Infrastructure Development of Ukraine



ДОКУМЕНТ СЕД

Підписувач Кубраков Олександр Миколайович
Сертифікат 26B2648ADD3032E104000000662432009F5CAD00
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Міністерство розвитку громад, територій
та інфраструктури України



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