Environmental Impact of Inland Shipping and Waterway Development – DGG/TB/26000415

Draft Final Report - Executive Summary

Ministerie van Verkeer en Waterstaat
Directoraat Generaal Goederenvervoer

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BACKGROUND AND OBJECTIVES

At the Prague Council in 2000, European Transport Ministers agreed to a common approach to developing sustainable transport policies. Improved decision making was viewed as the key to integrating transport and environment policies.

The European Conference of Ministers of Transport (ECMT) has initiated a desk-study that focuses on existing approaches towards and challenges for environmental protection in the development of inland waterway transport (IWT). Both shipping and development of waterways can have adverse environmental impacts on water quality, biodiversity, landscape and recreational values.

The aim of the desk study is to provide, based on experience in various European countries, practical guidance to Ministers on the appropriate approach to environmental protection in the development of inland waterways. The results of the study should provide the basis for:
   a) exchanging experience on good practice and
   b) addressing current outstanding issues – to be taken up primarily in a conference to be organised in 2006 with Transport and Environment Ministries, IGOs and industry and environmental NGOs.

APPROACH AND METHODOLOGY

The Terms of Reference for the assignment as approved by the Steering Committee for the 2006 EMCT meeting in Bucharest asked for a desk-study identifying the good practices of dealing with environmental issues in the preparation, design, implementation and operation of inland waterway transport projects on the basis of (a) collection and review of literature, (b) analysis of information made available by resources persons indicated by the Steering Committee, (c) results of a questionnaire distributed via the same resources persons, and (d) information collected during the visits to a limited number of projects.

The questionnaire was designed and distributed in January 2005, to identify interesting projects for further investigation. The response provided information on fifteen project cases. Based on the analysis of the results of the questionnaire, it was decided to visit a limited number of projects in order to meet with key persons and authorities (a) to discuss the specific issues related to the analysis of the environmental impacts, the involvement of key stakeholders and beneficiaries, and (b) to learn how the national and international legislation and regulations are applied.

Based on the interim report submitted in April 2005 and In consultation with the Steering Committee the following projects were selected for further investigation:

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1 Strictly speaking environmental impacts due to inland waterway transport development, hence the associated environmental protection measures, are limited to impacts on flora and fauna ecosystems due to the development of inland waterway transport. Formally this does not include potential social impacts on human interests, nor human appreciation or perception of the impacts and the associated mitigating measures. For the sustainable development of inland waterway transport, however, potential environmental impacts and mitigating measures cannot be considered without taking into account human interests and social impacts. The assessment of good practices regarding the sustainable development of inland waterway transport in this report therefore not only focuses on the laws, regulations and procedures concerning environmental impacts, but, in line with the European Directives, also those regarding impacts on human beings, public consultation and participation.
- Seine – Nord Europe Project in France
- Danube Straubing-Vilshofen Project in Germany
- Danube Vienna East Project in Austria
- Danube Projects in Romania
- Bistroye Canal Project in Ukraine

EUROPEAN ENVIRONMENTAL IMPACT ASSESSMENT PROCEDURE

Environmental assessment in the project cycle
The following figure shows the main stages of the project cycle and corresponding environmental actions; also feedback with environmental policy and programming is depicted. It is important to identify and avoid environmental problems that could hamper achieving the project objectives, cause delays or result in unexpected expenditure.

![Diagram of project stages and corresponding environmental actions]

Stages of the project and corresponding environmental actions
Source: European Commission

Strategic Environmental Assessment
At the European level, a strategic environmental assessment (SEA) is mandatory under the Directive 2001/42/EC for plans, programmes and policies. The purpose of the SEA-Directive (Directive 2001/42/EC), is to ensure that environmental consequences of certain plans and programmes are identified and assessed during their preparation and before their adoption.
Environmental Impact Assessment Procedure


Environmental Impact Assessment (EIA) is a term used to describe the procedure which fulfils the assessment requirements of Directives 85/337/EEC and 97/11/EC. The following figure summarises the EIA-procedure. The highlighted steps are mandatory under the terms of the Directive. Other steps are part of good practice.

Assistance at the different stages of the EIA is provided by the 2001 EU guidance documents: Guidance on EIA: Screening, Guidance on EIA: Scoping and Guidance on EIA: EIS Review.

<table>
<thead>
<tr>
<th>KEY STAGES</th>
<th>NOTES</th>
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<tr>
<td>Project Preparation</td>
<td>The developer prepares the proposals for the project</td>
</tr>
<tr>
<td>Notification to Competent Authority</td>
<td>In some MS there is a requirement for the developer to notify the CA in advance of the application for development consent. The developer may also do this voluntarily and informally.</td>
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<tr>
<td>Screening</td>
<td>The CA makes a decision on whether EIA is required. This may happen when the CA receives notification of the intention to make a development consent application, or the developer may make an application for a Screening Opinion. The Screening decision must be recorded and made public. (See the guidance on Screening in EIA (Article 4)).</td>
</tr>
<tr>
<td>Scoping</td>
<td>The Directive provides that developers may request a Scoping Opinion from the CA. The Scoping Opinion will identify the matters to be covered in the environmental information. It may also cover other aspects of the EIA process (see the guidance on Scoping in EIA). In preparing the opinion the CA must consult the environmental authorities (Article 8(2)). In some MS Scoping is mandatory.</td>
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<td>Environmental Studies</td>
<td>The developer carries out studies to collect and prepare the environmental information required by Article 6 of the Directive (see Appendix 3).</td>
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<tr>
<td>Submission of Environmental Information to Competent Authority</td>
<td>The developer submits the environmental information to the CA together with the application for development consent. If an application for an Annex I or II project is made without environmental information the CA must screen the project to determine whether EIA is required (see above). (Articles 8(1) and 8(2)). In most MS the environmental information is presented in the form of an Environmental Impact Statement (EIS).</td>
</tr>
<tr>
<td>Review of Adequacy of the Environmental Information</td>
<td>In some MS there is a formal requirement for independent review of the adequacy of the environmental information before it is considered by the CA. In other MS the CA is responsible for determining whether the information is adequate. The guidance on EIS Review is designed to assist at this stage. The developer may be required to provide further information if the submitted information is deemed to be inadequate.</td>
</tr>
<tr>
<td>Consultation with Statutory Environmental Authorities, Other Interested Parties and the Public</td>
<td>The environmental information must be made available to authorities with environmental responsibilities and to other interested organisations and the general public for review. They must be given an opportunity to comment on the project and its environmental effects before a decision is made on development consent. If transboundary effects are likely to be significant other affected MS must be consulted (Articles 6 and 7).</td>
</tr>
<tr>
<td>Consideration of the Environmental Information by the Competent Authority before making Development Consent Decision</td>
<td>The environmental information and the results of consultations must be considered by the CA in reaching its decision on the application for development consent (Article 8).</td>
</tr>
<tr>
<td>Announcement of Decision</td>
<td>The decision must be made available to the public including the reasons for it and a description of the measures that will be required to mitigate adverse environmental effects (Article 9).</td>
</tr>
<tr>
<td>Post-Decision Monitoring if Project is Granted Consent</td>
<td>There may be a requirement to monitor the effects of the project once it is implemented.</td>
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</table>

The highlighted steps must be followed in all Member States under Directives 85/337/EC and 97/11/EC. Scoping is not mandatory under the Directive but Member States must establish a voluntary procedure by which developers can request a Scoping Opinion from the CA if they wish. The steps which are not highlighted form part of good practice in EIA and have been formalised in some Member States but not in all. Consultations with environmental authorities and other interested parties may be required during some of these additional steps in some Member States.

Abbreviations: CA = Competent Authority; MS = Member State.

The European EIA-procedure
(Source: European Commission 2001)
IMPACT OF OTHER EUROPEAN DIRECTIVES

The Birds and Habitats Directives
The Birds Directive (79/409/EEC) identifies Special Protected Areas (SPA) and the Habitats Directive (92/43/EC) specifies Special Areas of Conservation (SAC). Jointly, these sites are known as the Natura 2000 Sites. The objectives of the Natura 2000 sites under these directives become de facto objectives under the WFD. A full EIA-procedure is required if significant effects are expected on a Natura 2000 site.

The Water Framework Directive
The EU WFD (2000/60/EC) aims at preventing further deterioration of aquatic ecosystems and achieving a Good Ecological Status (GES) of all surface water bodies by 2015 and preparing Strategic River Basin Management Plans (RBMP) by 2009. It is of importance that the inland waterway transport sector actively participates in the development of the river basin development plans to be established under the WFD. It is acknowledged that a GES may not be met for a number of artificial water bodies (AWB) or heavily modified water bodies (HMWB) for which a Good Ecological Potential (GEP) is to be achieved by 2015 in agreement with Annex V of the WFD. The member states are currently in the process of identification and designation of the water bodies. It is important that the inland waterway authorities and stakeholders participate in this process.
As indicated above, the Water Framework Directive respects the objectives of the sites enjoying international designation under the Birds or Habitats Directives.

UNECE ESPOO Convention
This 1991 convention provides rules and regulations for member states on the Environmental Impact Assessment procedures in a transboundary context. Each member state shall minimise the adverse transboundary environmental impacts, establish an environmental impact assessment procedure that permits public participation and prepare and provide the necessary EIA documentation. The provisions of the UNECE Espoo Convention are included in EU Directives 97/11/EC and 2001/42/EC

The UNECE Aarhus Convention, signed in 1998, provides for access to information, public participation in decision-making and access to justice in environmental matters. The provisions of the UNECE Aarhus Convention are included in EU Directives 97/11/EC.

LESSONS LEARNED AND KEY ISSUES

Environmental issues
Conflicting spatial planning The single major problem for developing inland waterways is in the planning phase where conflicting interests (hydropower, navigation, agriculture, nature development, agriculture) regarding spatial planning dominate the decision-making process.

Dredging The single major environmental impact for the project cases reported in the responses to the questionnaire is dredging and disposal of dredged material.
Problems due to IWT operations
Potential environmental problems due to shipping operations (water pollution, noise pollution, risks on accidents with dangerous cargoes, cargo handling, ports, ship lifts and locks, etc), and/or potential adverse environmental impacts during construction and implementation of the inland waterway improvement projects are not or hardly mentioned.

Environmental reasons for suspension
Only three of the fifteen projects reported in the questionnaire have been abandoned, totally or temporarily, due to environmental problems.

The Rhine-Rhone link
When considering the long history of the Rhine-Rhône link the failure of the project, apart from possible insufficient economic benefits, may be attributed to (a) inappropriate and untimely preparation of the environmental impact studies, (b) changing policies and environmental regulations during the long preparation period of the project, and (c) changing societal and political interests in the long lasting preparation and decision making process.

Differences between countries
The way environmental problems are perceived, appreciated and dealt with may differ from one country to the other, in spite of the same or similar legislation and procedures.

Vision, Strategy and Policy
The first key issue for success when developing inland waterway transport projects is the need for a clear vision, policy and strategy for the development of inland waterway transport, taking account of the associated environmental issues and other interests. It is important that this vision, policy and strategy is consistent and persistent, and meets the necessary political support at both the national and international level.

Rules and Regulations
Regarding the requirement for and the implementation of EIA procedures, each country has its own set of rules regulations. All EU members have adopted the EU decrees and directives in this respect. Strictly following the rules and regulations of the project preparation is a necessary condition but no guarantee to success. Except for a few cases, the rules and regulations are normally strictly followed. In a number of cases it is reported that more activities have been undertaken than strictly required to obtain the support of the stakeholders. An integrated approach from the very beginning in which all interests are addressed in a balanced way enables a timely preparation and implementation of the project avoiding unnecessarily delays.

Viability of Acceptable Alternative Solutions
Achieving an agreement on the development of inland waterway transport or any other infrastructure works, requires that alternative solutions can be identified and elaborated that match the (minimum) requirements of the interests of all parties involved. If such alternative solutions cannot be identified, agreement between parties with different interests cannot be reached.

Viable and acceptable alternative solutions
The development of the Vienna East project has benefited from the fact that the alternative of a free-flowing river is capable of meeting the minimum requirements for navigation and nature development. In the Straubing-Vilshofen project it has been concluded that such alternative is not viable.
If not, the next best solution is that all interested parties agree on the process and procedures by which a decision is to be made. The experience in Austria shows that an independent facilitator or mediator can play an important role, not only to achieve agreement on the approach and methodology of the decision making process, but also to manage the process and to ensure proper communication. It both approaches fail, the only remaining way of implementing the project is that the Competent Authority is in the position to impose a selected alternative solution on those that oppose the project, at the risk that time-consuming legal procedures may follow during implementation.

**Overriding Public Interest**

All regulations and procedures may be superseded by an *overriding public interest*. Many countries have developed jurisprudence, procedures and criteria for assessing whether or not to apply this principle. When developing an international transport network, however, international aspects and interests play a role. In spite of the existence of a variety of international treaties and conventions, no general procedure, nor criteria have been developed as yet to deal with the international aspects of the overriding public interest principle.

**Harmonisation of European Directives and Regulations**

The European legislation and regulation for the various fields of interest have not been developed to a similar and harmonised level of detail. The legislation and regulation of environmental issues and its enforcement are considered to be more strict and less flexible than e.g. the rules and regulations regarding the development of the Trans-European Network of Transport (TEN-T). It is felt that this may prejudice the development of inland waterways and the associated socio-economic interests in the future.

In this respect it is of importance that the inland waterway transport sector be involved in the further elaboration and application of the Birds, Habitats and Water Framework Directives. In the latter case the inland waterway transport sector has to make sure that the (international) inland waterway transport interests are considered and respected in drafting the River Basin Management Plans. As an example of combining international interests it is suggested from various sides (Austria, Romania, WWF-international) that an international basin wide development strategy for the Danube River be developed of which the principles and guidelines are accepted and taken into account in national planning.

**Perception and Appreciation**

*Environmental values and problems* It is obvious that development of inland waterways does not meet any major obstacles if the nature and extent of the environmental impacts is minimum. However, it should be acknowledged that the perception of environmental values and problems is not everywhere the same.

*Rules and regulations* The EIA legislation and procedures in all Member States of the European Union is similar. The legislation of pre-accession countries such as Romania have already been adjusted to the EU Directives and regulations. This, however, is no guarantee that the European rules and regulations are perceived and applied everywhere in the same or a similar way.

*Differences between the countries* It has been observed that perception and application of the same or similar set of rules and regulations may differ from one country to another and lead to different perceptions, appreciations and approaches of the decision-making processes. These differences may be attributed or associated with:
- **Cultural differences** In some countries strict enforcement of the rules and regulations is considered as sufficient, whereas in other countries the same or similar rules and regulations are more considered as a set of guidelines for preparing and implementing projects.

- **Different levels of socio-economic development** lead to differences in appreciation and valuation of social, economic and environmental interests, values and priorities.

- **Differences in democratic tradition** lead to differences in the way societal groups are organised and empowered and the way they are involved and have an impact in the decision-making process.

- **Differences in stakeholder organisation** will determine to what extent stakeholders and beneficiaries develop as a driving force in the decision-making process. It is obvious that both the level of socio-economic development and the constitutional and political setting in a country strongly determine to what extent stakeholders and beneficiaries may organise and exercise democratic rights.

### Public Consultation and Participation

The importance of providing environmental information to the public and public consultation is acknowledged. The European legislation and procedures (SEA, EIA, WFD, Birds and Habitats Directives), however, are not very specific in the arrangements for public consultation and participation. The UNECE Aarhus Convention and the 2003/4/EC and 2003/35/EC directives deal with the right of the public on being informed, provided with the opportunity to make comments and with access to justice, rather than participating in the process of defining the objectives, alternative solutions, boundary conditions, priorities, etc.

The EU legislation and procedures, only envisage formal steps for public consultation after completion of the environmental studies and submission of the project for approval. The member states are free to make specific arrangements for organising the process of public consultation.

Experience and practice in a number of projects show that the progress of the EIA procedures and the probability that a workable solution be agreed upon in a reasonable time span greatly benefit by early involvement of beneficiaries and stakeholders: make them problem owner, accountable for and committed to finding integrated solutions.

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**Open, participative and integrated planning process**

This calls for a highly participative and integrated approach: an open planning process where all stakeholders (government agencies, private sector, NGOs, public, etc.) from the early stages of preparation onwards, play an active role and jointly develop commitment to and ownership of the project.

Experience in Austria shows that the services of an independent facilitator, responsible for managing the process and communication between the participants, significantly contributes to the success of the approach.

Experience in France shows that an independent body responsible for organising the public information, consultation and participation also has a positive impact on the preparation of the project.

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**Transboundary issues**

Both the SEA and EIA Directives give general provisions for informing and consulting government authorities and stakeholders of neighbouring countries that are or may be affected by infrastructure projects. These regulations are in agreement with the UNECE Espoo Convention and require to inform the authorities and stakeholders of the neighbouring countries in the same way and at the same moment as the national authorities and stakeholders in the home-country.
Similar to the legislation and regulations on public consultation the consultation process is formally to be initiated after completion of the environmental studies and submission of the project for approval.

<table>
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<tr>
<th>Experience with transboundary issues</th>
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<tr>
<td>In the Seine Nord-Europe project authorities and experts of the neighbouring countries are a member of the Comité Scientifique et Technique, thus ensuring involvement of the authorities (and stakeholders) of the neighbouring countries in an early stage of project preparation.</td>
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<tr>
<td>In the Vienna East Project in Austria the Austrian Government has consulted the Slovak Government authorities in an early stage. The same is true for the Calarasi-Braile project in Romania with respect to the Bulgarian authorities.</td>
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<tr>
<td>In spite of being a subscriber of the UNECE Espoo Convention it seems that the Romanian Government, so far, has not yet been fully informed about the Bistroye Canal Project in Ukraine.</td>
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**GUIDELINES AND SUGGESTIONS**

The European EIA procedure in relation with the other European Directives is summarised in the next figure. Based on the assessment of the legislation, procedures, experience and practices the following suggestions have been formulated for the various steps in the EIA procedure

### Formulation

<table>
<thead>
<tr>
<th>Suggestion 1 - open planning process</th>
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<tr>
<td>If substantial (environmental) impacts are expected it is suggested that the Developer already in the formulation stage of the project involves actively all relevant stakeholders, following all steps of the European EIA Directive in an open planning process in a preliminary way.</td>
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<th>Suggestion 2 - project formulation documents</th>
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<td>It is suggested that the project formulation documents contain:</td>
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<tr>
<td>▪ The information specified in Annex IV of Directive 97/11/EC</td>
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<td>▪ Stakeholder analysis</td>
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<td>▪ Communication plan</td>
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### Notification

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<th>Suggestion 3 - publishing project formulation documents</th>
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<tr>
<td>It is suggested that the Developer make this information also available to the relevant stakeholders.</td>
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### Screening

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<th>Suggestion 4 - overriding public interest</th>
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<tr>
<td>It is suggested to investigate whether or not this principle can be elaborated in specific terms regarding the development of the international inland waterway transport network.</td>
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<tr>
<th>Suggestion 5 - transport development vision, policy and strategy</th>
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<tr>
<td>In addition to the above formal screening activity, it is suggested that the Competent Authority evaluates the proposed project also with regard to the existing national and international/European vision, policy and strategy on the development of the transport network and infrastructure.</td>
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</tbody>
</table>
Scoping

**Suggestion 6 – involvement of relevant stakeholders in scoping**

It is suggested that the Competent Authority provides the opportunity to all relevant stakeholders to participate in the scoping process and contribute to identifying the alternatives to be evaluated and drafting the Terms of Reference of the environmental studies to be carried out.

**Suggestion 7 – preliminary scoping in the project formulation phase**

In line with the suggestion the formulation of the project, it is suggested that a preliminary scoping is carried out by the Developer in consultation with the relevant stakeholders when formulating the project.

**Suggestion 8 – viability of alternatives**

It is suggested that the Competent Authority evaluates whether or not viable alternatives can be identified that meet the minimum requirements of all relevant stakeholders.

Environmental studies

**Suggestion 9 – involvement of relevant stakeholders in the environmental studies**

It is suggested that the relevant stakeholders are continuously informed about the progress and results of the environmental studies and are involved in evaluating and assessing the results.

**Suggestion 10 – facilitator**

In project cases where it is to be expected that conflicting interests are difficult to reconcile, it might be interesting to appoint an independent facilitator who will be responsible for the management of the process and the communication during the execution of the environmental studies. An important task for such facilitator is to try and achieve agreement on the process and procedures to be followed while conducting the environmental studies. In the Vienna East project in Austria all parties have positive experience with such facilitator.

**Suggestion 11 – certification of information and results of environmental studies**

To facilitate the decision-making process it is important that all parties involved make use of the same factual information. It may therefore be considered to establish a mechanism that information and results of the studies will be certified. This task may be assigned to a specific committee that acts as an advisory body to either the Competent Authority directly or to the independent facilitator mentioned in Suggestion 8.

Environmental Impact Statement and Environmental Management Plan

**Suggestion 12 – monitoring plan**

It is suggested that the Developer elaborates the environmental monitoring plan in very specific technical, financial and institutional terms to ensure that the effects of the project and the mitigating measures are properly monitored, especially during operations where the monitoring responsibility lies with the Competent Authority.

**Suggestion 13 – preliminary consultation of stakeholders**

It is suggested that the final results of the environmental studies and their summary in the Environmental Impact Statement and the Environmental Management Plan are being drafted in consultation with the major stakeholders.

Consultation

**Suggestion 14 – open planning process**

It is suggested that the proposed project be conceived, formulated and elaborated in an open participative and integrated planning process where all stakeholders (government agencies, private sector, NGOs, public, etc.), from the early stages of preparation onwards, play an active role and jointly develop commitment to and ownership of the project.
OUTSTANDING ISSUES

The following issues are suggested for further elaboration and discussion in the 2006 EMCT meeting in Bucharest.

Integrated European IWT Vision, Policy, Strategy and Planning
Anticipating the need to develop River Basin Development Plans for the implementation of the Water Framework Directive, it is suggested that the IWT sector take the initiative for the development of a basin-wide strategy for the Danube River in an international context by an integrated participative approach where the various government agencies, together with the major (international) stakeholders co-operate and where all social, economic and environmental interests are considered in a balanced way.

Legislation and Procedures

Overriding Public Interest
All regulations and procedures may be superseded by an *overriding public interest*. Existing international treaties and conventions do not provide a general procedure, or criteria for dealing with the international aspects of the *overriding public interest* principle. It is suggested to investigate whether or not this principle can be elaborated in specific terms regarding the development of the international inland waterway transport network.

Harmonisation
It has been observed that European legislation in various fields are not balanced and often contradictory. In general, the European legislation regarding environmental protection (Birds, Habitats, Water Framework, Water Quality, etc) is detailed and binding. The regulation regarding the development of a Trans-European Network for Transport (TEN-T) is less specific and committal. Specific elaboration of this issue may be included in the development of a basin-wide strategy for the Danube River suggested above.

Differentiation
Application of the same or similar legislation and procedures may differ from one country to another for various reasons indicated above. It is suggested to investigate the need to make these differences explicit in the guidelines for application of the legislation and procedures.

Public Consultation and Participation
It is suggested to elaborate guidelines for public consultation and participation ensuring that stakeholders play a more active and participative role in the decision-making process from the early stages of project preparation: an open planning process.

Guidelines for an open participative and integrated planning process
These guidelines may refer to:

- Stakeholder analysis as an integrated part of the project formulation
- Development of a communication plan as an integrated part of the project formulation
- Reaching agreement on the decision-making process and procedures. In this respect, among other aspects, the following may be considered:
  - Role and responsibilities of an independent facilitator/mediator
  - Method for quality control and certification of studies
- Identification of the interests of other waterway users and stakeholders in the preparation of IWT projects
- Identification of environmental and other impacts for the different waterway users and stakeholders
- Development of commitment and ownership of all stakeholders for integrated solutions
- Identification of viable alternative solutions that respect all different interests.
Other issues

Dredging In many occasions, the waterway or port authority becomes owner of the problem of polluted sediments without being responsible for the pollution. It is suggested to investigate how to ensure that capital and maintenance dredging for inland waterway development may be planned and executed while (a) respecting the strict national and European regulations on polluted sediments, and (b) applying the polluter pays-principle?

Ecological design of IWT projects It is suggested to review the international experience in applying ecological principles in the preparation and design of inland waterway projects. In this respect reference is made to the development of guidelines for:

- Design of ecological river bank protection works
- Development of a system of valuation of environmental costs and benefits to be included in the economic and financial cost-benefit analysis.
- An integrated approach to IWT studies where technical, economic, financial, environmental, social and institutional aspects are taken into account in a balanced way.

Quality and risk control Develop an international system and harmonise procedures of quality and risk control regarding amongst other issues:

- Real time monitoring of water quality and international exchange of information
- Real time monitoring of the transport and handling of dangerous cargo.
- Control of deliberate spills (oil and bilge water)
- Establishment of waste and waste water reception facilities in river ports

Promotion

- Promote Inland Waterway Transport as an environmental friendly mode of transport, so that the need for development of the proper infrastructure be supported
- Elaborate the EIA procedure of the Calarasi-Braila project as a pilot case for the 2006 EMCT conference in Bucharest.