



Interreg



Danube Transnational Programme
DBS Gateway Region

Regional Action Plan

Lower Austria and Vienna

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Table of content

1	Regional Action Plan of the Port Region Lower Austria/Vienna.....	3
1.1	Definition of the Port Region	3
1.2	Description of specific target groups.....	3
1.3	Overview of recommended measures	4
1.4	Description of recommended measures	7

1 Regional Action Plan of the Port Region Lower Austria/Vienna

1.1 Definition of the Port Region

The Port Region of the port of Vienna is not easily defined. It varies greatly for the different goods and secondary transport modes. In the first place the port (blue circle in the graph below) serves as urban hub for city logistics in the greater area of Vienna (orange circle). This refers mainly to the automotive sector, central warehouse logistics and construction site deliveries.

Additionally, the port's hinterland reaches out to the whole Eastern region of Austria, mainly described as Lower Austria (green circles) where it competes with other ports such as Krems and Enns.



1.2 Description of specific target groups

The Regional Action Plan Lower Austria/Vienna addresses the following institutions responsible for implementing the recommended action:

- Regional Government of Lower Austria and Vienna
- Business agencies of Lower Austria and Vienna
- Single Port Authorities (port of Vienna, port of Krems, port of Enns)
- Ministry of Transport (BMVIT) and Ministry for Education, Science and Research (for topics not only relevant on regional level)

In order to achieve the best outcome and ownership of the implemented measures the following additional institutions will be involved in the process:

- Ministry of Finance (BMF)
- Local authorities of relevant municipalities
- Wien Holding, infrastructure operators (ASFINAG, ÖBB, Via Donau)
- Port authorities (representing also the companies at ports)
- Chamber of Commerce and their relevant departments (integration of the needs of the beneficiaries)
- Potential shippers
- High and heavy logistic service provider (Felbermayr, Prangl, others)
- Working Community of Danube Regions (ARGE Donauländer)
- Logistics networks (BVL, VNL, others)
- Associations and initiatives (IGÖD, prodanube)
- Relevant departments of universities and colleges of higher education, other educational facilities (e.g. "Berufsschulen", HAK, specific types of HTL) and (private) Business schools and courses
- Other institutions having relevant information on IWT and ports

The main beneficiaries of the measures described in the RAP are:

- Ports and companies located at ports (including Danube logistic and industries)
- Public administration
- Logistic service provider
- Shippers
- IT-developer
- Road users and operators (less high and heavy goods transports on roads)
- Industry
- Regional governments
- Existing initiatives, platform and network organisations
- Business agencies of Lower Austria and Vienna

1.3 Overview of recommended measures

Within the Port Region Lower Austria/Vienna as well as for the whole Austrian part along the Danube a considerable number of measures to improve technical and organisational preconditions of the Danube river as an adequate transport mode have been developed, tested and implemented during the last 10 to 20 years. The Austrian Ministry for Transport (BMVIT) together with Via Donau were in charge of most of these activities. In addition to these already implemented measures many measures are still in the pipeline or already addressed in national and regional master plans:

- Especially Infrastructure measures that have not been realised yet are identified and defined. In this area there is no need for further development of measures – only a need for further implementation of the well-known plans is needed.

- The same is true regarding river information systems in Austria. The system is well developed, further needs are identified and “on the table”.
- Via Donau is developing additional information systems
- Different (in most cases not linked) discussion platforms are existing
- Ports develop new business models to gain additional transshipments.

It is not necessary to include these existing actions and measures once again in the Regional Action Plan for the Port Region Lower Austria/Vienna. All the measures to be selected for the RAP focus on a better connection of existing actions, single measures and solutions as well as on a better information flow to the customers that should/could use these existing offers and information.

Moreover surrounding measures that can help to foster the use of existing offers and information are relevant for the RAP.

An additional focus that is not addressed in the RAP but in the cooperation action plan (CAP) is the exchange of information and the connection of similar measures as well as the cooperation between the different port regions. The CAP covers important measures that help to increase the usage of regional offers and therefore increase the overall usage of the Danube transport infrastructure are suggested. Some of the measures within the RAP can strongly profit from the measures of the CAP.

Finally 10 measures derived from the roadmap have been selected for the RAP based on the above described framework:

- B010: Strengthening cooperation between local and relevant stakeholders (port authorities and business) on urban planning development (setting up cooperation platforms, public consultations, etc.)
- B012: Developing a toolbox for supporting shippers and their logistic providers in their strategic and operational planning for increasing the share of multimodal transport (specific focus on IWW)
- B019: Joint development (by ports and potential partners) of a business model for the trans-shipment of Heavy Goods (e.g. wind power plants)
- B011: further development of regional business funding with specific funding options for companies located at ports
- B020: Establish regional information and service agencies including a network of all these agencies in the DBS-region to support regional and local shippers and logistics and establishment of an exchange platform (online, regularly events) between ports, infrastructure providers (Via Donau, rail, road) and transport operators (rail, road) and logisticians in Austria and set up a cooperation platform for relevant associations (clusters, NGO'S)
- L039: Include (all relevant aspects of) IWT transport solutions in all logistics education (from apprenticeship to university)
- L036: Set up of a Danube logistic qualification and education series for the management (especially for public operators of ports)

- L055: National funding for IWW operation (similar to funding of freight trains operation (CT and single load) - it has to be ensured that price for shippers is reduced due to funding for operators; Funding of private sector for implementing and operating container services (similar funding as for CT-Trains)
- M002 + M006: Increase active information on IWT and ports to logistic sector by using existing information from via donau (see homepage) and an exchange of information between DBSGR-partners + Inform shippers that have a "green" CI and marketing strategy about ecological food step of different transport options and the advantage of IWW
- M020: Provide a Best Practice Tool Box with successfully implemented Danube logistic solutions

These measures are described in detail in the next chapter. They partly interact with each other. Needed or suggested interaction is described directly in the tables in the next chapter. Main interactions are:

- B010 (Strengthening cooperation between local and relevant stakeholders on urban planning development): this cooperation should be managed and organised by the network platform (measure B020).
- Education material developed for L039 (Include IWT transport solutions in all logistics education) can be partly used also for L040 (Danube logistic qualification and education series for the management).
- Connection of the two suggested tool boxes (B012 - toolbox for supporting shippers and their logistic providers and B020 - Best Practice Tool Box with successfully implemented Danube logistic solutions): either include the content of both toolboxes within one overall toolbox or establish interlinks between supporting tools and best practises showing possible implementation of these or similar supporting tools.

1.4 Description of recommended measures

Recommendation B010 Strengthening cooperation between local and relevant stakeholders (port authorities and business) on urban planning development (setting up cooperation platforms, public consultations, etc.)	
Description	<p>Set up a regional dialogue forum with relevant stakeholders from the business (ports and companies at ports or with potential connection to ports) and the (urban and spatial) planning community to ensure regularly exchange of developments within both sectors and to ensure the integration of the needs of ports and ports business into urban and regional planning activities. The forum should be integrated in an existing forum (e.g. Danube Business Talks) to reduce number of events and ensure participation of relevant stakeholders. The forum should be organised and coordinated by the network platform (see measure No. B020).</p>
Beneficiaries	<p>Who is benefitting from this measure and why?</p> <ul style="list-style-type: none"> • Ports and companies located at ports (including Danube logistic and industries) by integrating their needs in regional and local planning activities • Public administration are enabled to use public budget target oriented specific for Danube logistics and ports <p>Objectives of the measure</p> <ul style="list-style-type: none"> • Target oriented regional and local planning in terms of port development • One yearly exchange forum integrated in an existing forum (e.g. Danube Business Talks) • Institutionalisation of public consultations with respect to all public planning activities (zoning map, regional plans etc.)
Responsible institution	<p>Who is responsible for implementing the recommended action?</p> <ul style="list-style-type: none"> • Government of Lower Austria and Vienna (principal settings and regional planning) <p>Which other institutions should be involved?</p> <ul style="list-style-type: none"> • City administration (Enns+Ennsdorf, Krems, Vienna) (city planning, zoning map), • Business Agency of Lower Austria, Wien Holding, infrastructure operators (ASFINAG, ÖBB, Via Donau) • Port authorities (representing also the companies at ports)
Steps	<p>What concrete steps will have to be taken in order to implement the whole recommendation?</p> <ul style="list-style-type: none"> • This is what the responsible institution has to do as preparation – steps for implementation

	<ul style="list-style-type: none"> ○ Definition of responsible persons at administrative level (Government of Lower Austria and Vienna, Cities) ○ Definition of exchange process and organisational structure ○ Preparation of a guideline with content of necessary exchange information regarding different public planning actions ○ Contact setting to existing forum (e.g. Danube Business Talks) ○ Development of a general Agenda of the yearly exchange (e.g. at the Danube business talks) ● These are the stakeholders the responsible institution has to involve <ul style="list-style-type: none"> ○ City administrations (Enns+Ennsdorf, Krems, Vienna) (city planning, zoning map), ○ Business Agency of Lower Austria ○ Wien Holding ○ Infrastructure operators (ASFINAG, ÖBB, Via Donau) ○ Port authorities (representing also the companies at ports) ○ Selected companies at ports if necessary ● This is what the responsible institution has to do before the recommendation can be considered as successfully implemented <ul style="list-style-type: none"> ○ This measure is a running process with no specific finalisation date. ○ Control of successful implementation of the developed process into running public planning activities ● This is what the responsible institution has to do to monitor and evaluate the action (if applicable) → which criteria are useful for measuring good or poor implementation? Where are these data available or do we have to collect the relevant data? <ul style="list-style-type: none"> ○ Regularly reporting of local planning authorities to government of Lower Austria and Vienna ○ Annual review meeting of all involved public authorities ○ Annual questionnaire with ports and companies at ports regarding their satisfaction with the development of public planning activities
Horizon for implementation	Medium term – until about 2021 if necessary works start right after the presentation of this RAP
Budget	<p>Estimated necessary budget and (if possible) recommendation from where the budget can be generated (funding options etc.)</p> <ul style="list-style-type: none"> ● Implementation (non-recurring costs) <ul style="list-style-type: none"> ○ External mandate for preparing the process and guideline: about EUR 20.000,-- ● Operation (yearly costs)

	<ul style="list-style-type: none"> ○ Internal administration efforts ○ Yearly evaluation (report, review meeting, questionnaire): about EUR 15.000,-- ○ Organisation of yearly participation at existing forum (e.g. Danube Business Talk): about EUR 5.000,-- ● Lower Austria-Budget (RU7) and sponsoring of private companies at existing forum
<p>Good practice example</p>	<p>In case the measure is adopted from a different country, give reference to the example in order to facilitate communication and learning from each other</p> <ul style="list-style-type: none"> ● This measure has been integrated to the road map from Romania. ● The Romanian measure is based on the Galati Multimodal Platform-MULTILOG project developed by a partnership between Port Authority and Private operator. ● The measure is not yet implemented but a detailed design and a CBA are existing. ● Existing results and developments can be used for the develop of the cooperation in in Lower Austria and Vienna.

Recommendation B012 Developing a toolbox for supporting shippers and their logistic providers in their strategic and operational planning for increasing the share of multimodal transport (specific focus on IWW)	
Description	<p>Development of a toolbox for shippers and logistic sector (especially for the transport planning and decision makers of the shippers and the logisticians) in order to be able to integrate IWT into the supply chain and transport chain planning processes. This ensures that the possibilities of IWT are considered within these planning processes. This is a main precondition that IWT is used on much more cases than this happens at the moment.</p> <p>The use of relevant information provided by Via Donau on its website and tools like the handbook of Danube Navigation and further publications is essential for the process of development of this target-oriented toolbox in order to minimize efforts and double actions.</p>
Beneficiaries	<p>Who is benefitting from this measure and why?</p> <ul style="list-style-type: none"> • Logistic service provider • Shippers • Ports • IT-developer (can use the result for the development of a corresponding IT-tool) <p>Objectives of the measure</p> <ul style="list-style-type: none"> • Increase of IWT transport volume share
Responsible institution	<p>Who is responsible for implementing the recommended action?</p> <ul style="list-style-type: none"> • BMVIT, that tenders the development of such a tool for freight transport (this is a topic not only relevant for the port region Lower Austria/Vienna) <p>Which other institutions should be involved?</p> <ul style="list-style-type: none"> • Via Donau (use of tools that are already existing) • Chamber of commerce and their relevant departments (integration of the needs of the beneficiaries)
Steps	<p>What concrete steps will have to be taken in order to implement the whole recommendation?</p> <ul style="list-style-type: none"> • This is what the responsible institution has to do as preparation – steps for implementation <ul style="list-style-type: none"> ○ Definition of needs ○ Set up terms of reference for the tender ○ Tender procedure • These are the stakeholders the responsible institution has to involve <ul style="list-style-type: none"> ○ Via Donau (use of tools that are already existing) ○ Chamber of commerce and their relevant departments ○ Representatives of Lower Austria and Vienna • This is what the responsible institution has to do before the recommendation can be considered as successfully implemented

	<ul style="list-style-type: none"> ○ testing of the developed toolbox prototype by potential toolbox users and their business (transport) cases ● This is what the responsible institution has to do to monitor and evaluate the action (if applicable) → which criteria are useful for measuring good or poor implementation? Where are these data available or do we have to collect the relevant data? <ul style="list-style-type: none"> ○ Number uses cases of the toolbox per year ○ Increase of transport volume and modal share of IWT (yearly recording)
Horizon for implementation	Short to Medium term – until about 2020 if necessary works start right after the presentation of this RAP
Budget	<p>Estimated necessary budget and (if possible) recommendation from where the budget can be generated (funding options etc.)</p> <ul style="list-style-type: none"> ● Implementation (non-recurring costs) <ul style="list-style-type: none"> ○ Depending on the technical specification of the tool ○ Costs for tendering (technical specification): EUR 5.000,-- ○ Costs for tool development: EUR 50.000,-- ● Operation (yearly costs) <ul style="list-style-type: none"> ○ None for BMVIT (is not toolbox user or operator)
Good practice example	<p>In case the measure is adopted from a different country, give reference to the example in order to facilitate communication and learning from each other</p> <p>-</p>

Recommendation B019 Joint development (by ports and potential partners) of a business model for the trans-shipment of Heavy Goods (e.g. wind power plants)	
Description	<p>High and Heavy goods are potential transports to be handled on the Danube. The realisation of such transports on the Danube fails in many cases due to a lack of ports' specific trans-shipment facilities as well as a lack of specific services offered by the ports. A joint development of business models for handling and transport of high and heavy goods elaborated by both the shippers and the ports is necessary to enable such transports on the Danube. Ports should act as initiating partner in this joint business development process. The existing cooperation between port of Vienna and Felbermayr in terms of high and heavy goods can function as a role model.</p>
Beneficiaries	<p>Who is benefitting from this measure and why?</p> <ul style="list-style-type: none"> • Ports • Shippers of high and heavy goods • Road users and operators (less high and heavy goods transports on roads) <p>Objectives of the measure</p> <ul style="list-style-type: none"> • Reduction of high and heavy goods transports on roads
Responsible institution	<p>Who is responsible for implementing the recommended action?</p> <ul style="list-style-type: none"> • Single Port authorities <p>Which other institutions should be involved?</p> <ul style="list-style-type: none"> • Potential shippers • High and heavy logistic service provide (Felbermayr, Prangl, others), Via Donau (and its "high and heavy initiative")
Steps	<p>What concrete steps will have to be taken in order to implement the whole recommendation?</p> <ul style="list-style-type: none"> • This is what the responsible institution has to do as preparation – steps of implementation <ul style="list-style-type: none"> ○ analysis of infrastructure (accessibility and port internal) and trans-shipment facilities ○ analysis of infrastructure and facility needs for specific high and heavy goods ○ gap analysis (land side infrastructure bottlenecks, port infrastructure and facility bottlenecks) ○ cooperative solution approach to define projects for overcoming the gaps per port • These are the stakeholders the responsible institution has to involve <ul style="list-style-type: none"> ○ Potential shippers ○ High and heavy logistic service provide ○ Via Donau

	<ul style="list-style-type: none"> • This is what the responsible institution has to do before the recommendation can be considered as successfully implemented <ul style="list-style-type: none"> ○ Finalisation of the cooperative business model • This is what the responsible institution has to do to monitor and evaluate the action (if applicable) → which criteria are useful for measuring good or poor implementation? Where are these data available or do we have to collect the relevant data? <ul style="list-style-type: none"> ○ Number of operated high and heavy transports per year ○ Cost reduction for shippers and/or logistic service providers ○ Questionnaire regarding satisfaction of shippers and/or logistic service providers
Horizon for implementation	Short term within 2019 -2020 – first similar activities (Wien Hafen / Felbermayr) are existing and can be used and rolled out
Budget	<p>Estimated necessary budget and (if possible) recommendation from where the budget can be generated (funding options etc.)</p> <ul style="list-style-type: none"> • Implementation (non-recurring costs) <ul style="list-style-type: none"> ○ External gap analysis and market analysis for high hand heavy transports per port: about EUR 40.000,-- • Operation (yearly costs) <ul style="list-style-type: none"> ○ Non (best case: reduction of transport costs)
Good practice example	<p>In case the measure is adopted from a different country, give reference to the example in order to facilitate communication and learning from each other</p> <ul style="list-style-type: none"> • Measure is not adopted from other country, but Wiener Hafen and Felbermayr have developed such solutions already. • If possible, this solution can be used as an example for others.

Recommendation B011 Further development of regional business funding with specific funding options for companies located at ports	
Description	<p>Adapt existing regional funding criteria for business (more target-oriented funding of new business settlements): increase funding for companies settling at or near ports (especially for companies with Danube affine transport goods) to set an incentive scheme for settling at or near ports and to use Danube as a transport mode. Funding should (could) be connected with a specific share of Danube transports (like "Anschlussbahnförderung"). Funding of settlement at other locations should be reduced (cost neutral change of funding practice).</p>
Beneficiaries	<p>Who is benefitting from this measure and why?</p> <ul style="list-style-type: none"> • Ports • Companies settling at ports <p>Objectives of the measure</p> <ul style="list-style-type: none"> • Increase settlement of Danube transport affine companies at ports • Increase of IWT transport volume share • Prohibit settlement of Danube transport affine companies far away from ports • Increase transparency of (indirect) business funding in connection with new settlements
Responsible institution	<p>Who is responsible for implementing the recommended action?</p> <ul style="list-style-type: none"> • Government of Lower Austria (WST3) and Vienna <p>Which other institutions should be involved?</p> <ul style="list-style-type: none"> • Business agencies of Lower Austria and Vienna • Local authorities of municipalities
Steps	<p>What concrete steps will have to be taken in order to implement the whole recommendation?</p> <ul style="list-style-type: none"> • This is what the responsible institution has to do as preparation – steps of implementation <ul style="list-style-type: none"> ○ Screening of current (direct and indirect) funding schemes in Lower Austria and Vienna and its municipalities ○ Development of a new / adaption of existing funding program at regional level ○ Development of a controlling system of indirect funding by municipalities • These are the stakeholders the responsible institution has to involve <ul style="list-style-type: none"> ○ Business agencies of Lower Austria and Vienna ○ Local authorities of municipalities

	<ul style="list-style-type: none"> • This is what the responsible institution has to do before the recommendation can be considered as successfully implemented <ul style="list-style-type: none"> ○ Change of funding schemes • This is what the responsible institution has to do to monitor and evaluate the action (if applicable) → which criteria are useful for measuring good or poor implementation? Where are these data available or do we have to collect the relevant data? <ul style="list-style-type: none"> ○ Integration of criteria “port specific settlement” into the existing evaluation systems for the funding ○ Number of new settlements at ports ○ Increase of transport volume and modal share of IWT (yearly recording)
Horizon for implementation	Medium term – until about 2022/2023, political discussion might even take longer term since a change of a funding scheme is a rather precarious issue
Budget	<p>Estimated necessary budget and (if possible) recommendation from where the budget can be generated (funding options etc.)</p> <ul style="list-style-type: none"> • Implementation (non-recurring costs): <ul style="list-style-type: none"> ○ Internal administration efforts • Operation (yearly costs): <ul style="list-style-type: none"> ○ non (if change of funding scheme is budget neutral as suggested)
Good practice example	<p>In case the measure is adopted from a different country, give reference to the example in order to facilitate communication and learning from each other</p> <ul style="list-style-type: none"> • Measure is not adopted from other country, but similar change procedure has been implemented for funding of private house building in Lower Austria – this change of Lower Austria funding scheme for private house building (energy consumption as one main funding criterion) can be a good guidance.

Recommendation B020

Establish regional information and service agencies including a network of all these agencies in the DBS-region to support regional and local shippers and logistics

Establishment of an exchange platform (online, regularly events) between ports, infrastructure providers (Via Donau, rail, road) and transport operators (rail, road) and logisticians in Austria set up a cooperation platform for relevant associations (clusters, NGO'S)

Description

A regional cooperation platform is founded and established as part of a DBS-GR platform network. This platform functions as a regional stakeholder platform for all relevant players as well as a connecting facility to all other regional platforms established within the DBS-GR. The platform is based on three strategic pillars: information, communication and projects. With regularly events (see for example measure No B010 which should be organised by this regional dialogue forum) on a regional and on an inter-regional level information exchange as well as promotion and assistance of regional and inter-regional cooperation is ensured. One scenario in Austria could be to use already existing initiatives or platforms as a vehicle. This eases and shortens the implementation, gains synergies and reduces costs. The main aim should be to establish an umbrella organisation integrating all relevant existing initiatives, platform and network organisations.

Beneficiaries

Who is benefitting from this measure and why?

- Industry
- Logistic service providers
- Ports
- Regional governments
- Existing initiatives, platform and network organisations

Objectives of the measure

- Improve stakeholder exchange
- Increase efficiency of existing activities
- Create synergies between exiting initiatives, platforms and networks
- Increase of IWT transport volume share

Responsible institution

Who is responsible for implementing the recommended action?

- BMVIT (e.g. department for logistics and general transport planning)

Which other institutions should be involved?

- Regional governments of Lower Austria and Vienna
- ARGE Donauländer
- Logistics networks (BVL, VNL, others)
- Pro Danube (Austria + international)
- IGÖD
- Via Donau

Steps	<p>What concrete steps will have to be taken in order to implement the whole recommendation?</p> <ul style="list-style-type: none"> • This is what the responsible institution has to do as preparation – steps of implementation <ul style="list-style-type: none"> ○ Screening of relevant initiatives, platform and network organisations ○ Development of Strategy, concept and action plan (complementing the existing content of screened initiatives, platform and network organisations) ○ Set up of an adequate communication mix ○ Definition and set up of organisational structure of the new umbrella organisation ○ establishment of an advisory board (representing all relevant network organisations) • These are the stakeholders the responsible institution has to involve <ul style="list-style-type: none"> ○ Which other institutions should be involved? ○ Regional governments of Lower Austria and Vienna ○ ARGE Donauländer ○ Logistics networks (BVL, VNL, others) ○ Pro Danube (Austria + international) ○ IGÖD ○ Via Donau ○ + additional initiatives, platform and network organisations to be screened • This is what the responsible institution has to do before the recommendation can be considered as successfully implemented <ul style="list-style-type: none"> ○ Umbrella platform kick-off event • This is what the responsible institution has to do to monitor and evaluate the action (if applicable) → which criteria are useful for measuring good or poor implementation? Where are these data available or do we have to collect the relevant data? <ul style="list-style-type: none"> ○ Regularly (yearly) check of satisfaction of integrated initiatives, platform and network organisations ○ Number of joint activities per year
Horizon for implementation	<p>Medium term – until 2021</p>
Budget	<p>Estimated necessary budget and (if possible) recommendation from where the budget can be generated (funding options etc.)</p> <ul style="list-style-type: none"> • Implementation (non-recurring costs) <ul style="list-style-type: none"> ○ External contract for preparation work (screening, organisational and communicational development): about EUR 40.000,-- ○ Internal efforts to set up and accompany the process • Operation (yearly costs) <ul style="list-style-type: none"> ○ About one person year ○ Non personnel cost for marketing and communication (including representation and

	participation at events, website etc.): EUR 15.000,-- (or more depending on the intensity)
Good practice example	In case the measure is adopted from a different country, give reference to the example in order to facilitate communication and learning from each other -

Recommendation L039 Include (all relevant aspects of) IWT transport solutions in all logistics education (from apprenticeship to university)	
Description	<p>The planning of transport chains and logistic solutions by taking all relevant existing transport options into account is only possible if planners and decision makers (regarding transport) are aware of all existing solutions and their possibilities and requirements. To reach a broad knowledge it is recommended to include inland waterway transport and its specific needs, possibilities and requirements at all education levels. Specific focus has to be set at all logistic education levels. This starts with apprenticeship (of different professions like scheduler) and ends with relevant courses at universities (logistics, supply chain management, transport planning and economics).</p> <p>To provide relevant basics it is necessary to include basic information also at all school education levels.</p> <p>Since there have been already some trials to increase broad logistic education at all education levels it has to be clarified why these trials failed.</p>
Beneficiaries	<p>Who is benefitting from this measure and why?</p> <ul style="list-style-type: none"> • Ports • IWT-logistic service providers <p>Objectives of the measure</p> <ul style="list-style-type: none"> • Increase knowledge regarding IWT • Increase usage of IWT transport solutions • Increase of IWT transport volume share
Responsible institution	<p>Who is responsible for implementing the recommended action?</p> <ul style="list-style-type: none"> • Ministry for Education, Science and Research <p>Which other institutions should be involved?</p> <ul style="list-style-type: none"> • Chamber of commerce • Relevant departments of universities and colleges of higher education • Other educational facilities (e.g. "Berufsschulen", HAK, specific types of HTL) • Other (private) Business schools and courses
Steps	<p>What concrete steps will have to be taken in order to implement the whole recommendation?</p> <ul style="list-style-type: none"> • This is what the responsible institution has to do as preparation – steps of implementation <ul style="list-style-type: none"> ○ development of an educational plan per education line ○ Development of education material ○ Definition of profile for lecturers of the new education content ○ Integration of new courses into the ETCS scheme of universities and colleges of higher education

	<ul style="list-style-type: none"> ○ Marketing activities for the new education schemes at universities and colleges of higher education ● These are the stakeholders the responsible institution has to involve <ul style="list-style-type: none"> ○ Chamber of commerce ○ Relevant departments of universities and colleges of higher education ○ Other educational facilities (e.g. “Berufsschulen”, HAK) ○ Other (private) Business schools and courses ● This is what the responsible institution has to do before the recommendation can be considered as successfully implemented <ul style="list-style-type: none"> ○ Establishment of the new lectures within the relevant fields of study ○ Evaluation of number of students entering the new lectures ● This is what the responsible institution has to do to monitor and evaluate the action (if applicable) → which criteria are useful for measuring good or poor implementation? Where are these data available or do we have to collect the relevant data? <ul style="list-style-type: none"> ○ Number of ETCS with thematic relevance for ITC established ○ Number of students passed relevant fields of study including the new IWT-lectures
Horizon for implementation	<p>until about 2021/2022 – the setup of a new education line has a specific procedure time for implementation, to reach the final implementation within about 2 to 4 years it is necessary to start the procedure right after the presentation of this RAP</p>
Budget	<p>Estimated necessary budget and (if possible) recommendation from where the budget can be generated (funding options etc.)</p> <ul style="list-style-type: none"> ● Implementation (non-recurring costs) <ul style="list-style-type: none"> ○ Internal administration efforts within the ministry ○ External study developing the setting of the content for different logistic education levels (about EUR 40.000,--) ○ External: Development of education material (about EUR 15.000,--) ● Operation (yearly costs) of an additional course at university level <ul style="list-style-type: none"> ○ Depends on the number of ETCS to be provided at the different relevant educational establishments leading to specific hours of lectures per year. ○ Assumptions: 1 hour per week at 15 educational establishments in Austria 30 weeks, including set up time): ca. EUR 35.000,--

Good practice example

In case the measure is adopted from a different country, give reference to the example in order to facilitate communication and learning from each other

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Recommendation L036 Set up of a Danube logistic qualification and education series for the management (especially for public operators of ports)	
Description	<p>Regarding General managers of public operated ports who are in charge of performance and development of ports' business very often cannot cover the wide range of required logistic skills. This circumstance might reduce the awareness regarding logistics needs and potential for business development towards IWT on the Danube river. Managers at the ports should be the key drivers of business development process for the ports and the Danube itself. This measure sets up a target-oriented qualification programme for port managers regarding logistics and business development. This includes relevant skills that have to be trained as well as suitable education configurations. One relevant configuration is a kind of personal logistic training for managers. Classical education solutions (like seminars or similar) are in most cases not an adequate solution and would not reach high acceptance by the managers. A personal training enables the trainer to meet the managers where they are regarding their personal logistic knowledge. Besides the programme should also include a module covering the aspect of networking and exchange of experience between international participants.</p>
Beneficiaries	<p>Who is benefitting from this measure and why?</p> <ul style="list-style-type: none"> • Ports • IWT logistic service provider (ports are developed for IWT and not primarily as industrial real estate provider) <p>Objectives of the measure</p> <ul style="list-style-type: none"> • Increase of logistic know how of port management • Increase of relevance of IWT at ports • Increase of well-functioning IWT services at ports • Increase of IWT transport volume share
Responsible institution	<p>Who is responsible for implementing the recommended action?</p> <ul style="list-style-type: none"> • Port owners <p>Which other institutions should be involved?</p> <ul style="list-style-type: none"> • Public owned companies representing the ports owner (e.g. Wien Holding, ecoplus)
Steps	<p>What concrete steps will have to be taken in order to implement the whole recommendation?</p> <ul style="list-style-type: none"> • This is what the responsible institution has to do as preparation – steps for implementation <ul style="list-style-type: none"> ○ Discussion with port managers on this intention ○ Evaluation of knowledge gaps of the managers ○ Selection of individual education methods (in coordination with the managers) ○ Selection of possible trainers

	<ul style="list-style-type: none"> • These are the stakeholders the responsible institution has to involve <ul style="list-style-type: none"> ○ Public owned companies representing the ports owner (e.g. Wien Holding, ecoplus) ○ Port managers to be trained • This is what the responsible institution has to do before the recommendation can be considered as successfully implemented <ul style="list-style-type: none"> ○ Collect education protocols of the first education round with all port managers in the port region (task of the trainers to produce such protocols) ○ Set up of an education plan for the future (after the first education round) • This is what the responsible institution has to do to monitor and evaluate the action (if applicable) → which criteria are useful for measuring good or poor implementation? Where are these data available or do we have to collect the relevant data? <ul style="list-style-type: none"> ○ Number of managers trained (including training hours) per year ○ Increase of IWT specific actions at ports based on education content
Horizon for implementation	Short Term, the time plan of the managers is the most critical time issue regarding this measure
Budget	<p>Estimated necessary budget and (if possible) recommendation from where the budget can be generated (funding options etc.)</p> <ul style="list-style-type: none"> • Implementation (non-recurring costs) <ul style="list-style-type: none"> ○ Non • Operation (yearly costs) <ul style="list-style-type: none"> ○ About 5 -15 individual training hours per manager per year (depending on the existing level); about EUR 200,-- per hour (all incl.).
Good practice example	<p>In case the measure is adopted from a different country, give reference to the example in order to facilitate communication and learning from each other</p> <p>-</p>

Recommendation L055 National funding for IWW operation (similar to funding of freight trains operation (CT and single load) - it has to be ensured that price for shippers is reduced due to funding for operators Funding of private sector for implementing and operating container services (similar funding as for CT-Trains)	
Description	<p>Rail freight operation of single wagon load and combined transported gets national funding in Austria. The funding is based on European funding principles (difference of external costs between transport modes and difference of costs for infrastructure use between modes). A similar funding could be launched for Inland Waterway transport operation. Respective calculations have to be done to present the differences and to get the notification of the funding system from the European commission.</p>
Beneficiaries	<p>Who is benefitting from this measure and why?</p> <ul style="list-style-type: none"> • IWT logistic service provider (can offer their IWT services to lower prices) • Shippers (get IWT service offers for lower prices) <p>Objectives of the measure</p> <ul style="list-style-type: none"> • Reduce transport costs on IWT • Increase of IWT transport volume share
Responsible institution	<p>Who is responsible for implementing the recommended action?</p> <ul style="list-style-type: none"> • BMVIT <p>Which other institutions should be involved?</p> <ul style="list-style-type: none"> • BMF
Steps	<p>What concrete steps will have to be taken in order to implement the whole recommendation?</p> <ul style="list-style-type: none"> • This is what the responsible institution has to do as preparation – steps for implementation <ul style="list-style-type: none"> ○ Conduct a study on transport operating costs, infrastructure user costs and external costs of transport for IWT and freight road transport (existing study for Rail can be used partly) ○ Develop a funding scheme ○ Notification of the funding scheme on EU-level (European commission) ○ Install a funding authority (as for rail: SCHIG) ○ Secure budget for funding (discussion Ministry of Finance and BMVIT) • These are the stakeholders the responsible institution has to involve <ul style="list-style-type: none"> ○ BMF ○ SCHIG (knowledge transfer) • This is what the responsible institution has to do before the recommendation can be considered as successfully implemented <ul style="list-style-type: none"> ○ Set up of funding contracts

	<ul style="list-style-type: none"> ○ Secure budget ○ Launch of information and promotion of funding scheme ● This is what the responsible institution has to do to monitor and evaluate the action (if applicable) → which criteria are useful for measuring good or poor implementation? Where are these data available or do we have to collect the relevant data? <ul style="list-style-type: none"> ○ Funding payments per year and per tkm on IWT ○ Change of IWT-share ○ Number of additional regular IWT-services
Horizon for implementation	Medium to long term – budget negotiation and notification procedure needs some time (and this has to be done after finalisation of the external study for calculating the cost differences)
Budget	<p>Estimated necessary budget and (if possible) recommendation from where the budget can be generated (funding options etc.)</p> <ul style="list-style-type: none"> ● Implementation (non-recurring costs) <ul style="list-style-type: none"> ○ Internal administration efforts within the ministries ○ External study calculating the relevant cost differences between IWT and road transport (basis for notification on European level) (about EUR 40.000,--) ● Operation (yearly costs) <ul style="list-style-type: none"> ○ Funding budget depending on calculated funding level per tkm and number of tkm eligible for funding and maximum yearly funding budget negotiated between BMVIT and BMF. Estimation: about 15 - 20 EUR per 1.000 tkm (result of the study for the rail funding) and 1.100 Mio. tkm (in Austria) of IWT transports with origin or destination in Austria.
Good practice example	<p>In case the measure is adopted from a different country, give reference to the example in order to facilitate communication and learning from each other</p> <p>-</p>

Recommendation M002 + M006

Increase active information on IWT and ports to logistic sector by using existing information from via donau (see homepage) and an exchange of information between DBSGR-partners.

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Inform shippers that have a "green" CI and marketing strategy about ecological food step of different transport options and the advantage of IWW

Description

In Austria a lot of information regarding the Danube, its transportation specifications and transport possibilities as well as its opportunities and possibilities is existing. Most of this information is collected, managed and provided by Via Donau. The transportation of this existing information to companies (shippers and logistic sector) in order to increase awareness of the possibilities of this transport mode has to be done on a more active way. This set of measures ("Via Donau Information Package") aims at supporting the information management activities of Via Donau by local and regional governments and their business agencies.

Special focus should be drawn to an information exchange between DBS-GR partners and an information transfer especially to companies that have a "green" Corporate Identity and marketing strategy but do not focus on green transport solutions yet.

Beneficiaries

Who is benefitting from this measure and why?

- Logistic sector (by getting additional structured information helping to increase their portfolio and options)
- IWT logistic service providers (are able to present their transport offers to a broader community in a structured and effective way)
- Port operators (are able to present their transport offers to a broader community in a structured and effective way)
- Shipper (getting the possibility to learn about IWT options and include these options in their transport decision process).

Objectives of the measure

- Increase visibility of IWT and its logistic options
- Increase visibility of eco friendliness of IWT to companies with respective company strategies and mission statements
- Increase of IWT transport volume share

Responsible institution

Who is responsible for implementing the recommended action?

- Business agencies of Lower Austria and Vienna

Which other institutions should be involved?

- Governments of Lower Austria and Vienna
- Via Donau

	<ul style="list-style-type: none"> • BMVIT • Chamber of Commerce • Other institutions having relevant information on IWT and ports
Steps	<p>What concrete steps will have to be taken in order to implement the whole recommendation?</p> <ul style="list-style-type: none"> • This is what the responsible institution has to do as preparation – steps for implementation <ul style="list-style-type: none"> ○ Analyse and structure all relevant existing information at Via Donau and other information sources ○ Analyse logistic and transport sector to identify those that can use the structured information ○ Analyse shippers and their mission statements, CI and similar regarding a green background ○ Development of a strategy to transport the structured information to those contact points (within the transport, logistic and industry sectors) that can need this information and can use it for their logistic and transport planning • These are the stakeholders the responsible institution has to involve <ul style="list-style-type: none"> ○ Governments of Lower Austria and Vienna ○ Via Donau ○ BMVIT ○ Chamber of Commerce ○ Other institutions having relevant information on IWT and ports • This is what the responsible institution has to do before the recommendation can be considered as successfully implemented <ul style="list-style-type: none"> ○ Execute the developed strategy (direct contacting to inform on IWT and port options by the help of structured information portfolio • This is what the responsible institution has to do to monitor and evaluate the action (if applicable) → which criteria are useful for measuring good or poor implementation? Where are these data available or do we have to collect the relevant data? <ul style="list-style-type: none"> ○ Number of yearly direct contacts ○ Number of successful new IWT transport solutions per year ○ Change of IWT-share
Horizon for implementation	<p>Short term – main information exist, first active information activities can start within one year. Improvement of information material and action can be fixed in parallel with starting activities</p>
Budget	<p>Estimated necessary budget and (if possible) recommendation from where the budget can be generated (funding options etc.)</p> <ul style="list-style-type: none"> • Implementation (non-recurring costs)



- Internal: efforts of Business agencies of Lower Austria and Vienna to set up the necessary analysis (data and information check, company screening)
- External study: Analyse and structure all relevant existing information (about EUR 30.000,--)
- Internal or external: screening of companies based on the set up (external: about EUR 20.000,--)
- Operation (yearly costs)
 - Internal: efforts of Business agencies of Lower Austria and Vienna for regularly active direct information of screened companies (costs of one contact procedure: about one working day)
 - Internal: efforts to regularly (one time a year) maintain the information and screen the companies (about 5 working days a year)
 - Both steps can also be done by external support.

Good practice example

In case the measure is adopted from a different country, give reference to the example in order to facilitate communication and learning from each other

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Recommendation M020	
Provide a Best Practice Tool Box with successfully implemented Danube logistic solutions	
Description	<p>A part of the information package (see measures M002 + M006 - Via Donau Information Package) should be a collection of best practice of freight transport solutions already implemented on the Danube or on other European Inland Waterways. This collection should not be a simple collection but an easy to use tool box where requests can be made based on different criteria so that companies searching for transport solutions can easily find best practices that fit to their needs. An example for such a best practice toolbox is the best practice tool for smart urban logistic solutions.</p> <p>The toolbox could also include solutions that failed to be able to learn from bad practices. This is only useful if reasons for the failure are known and can be included in the tool box.</p>
Beneficiaries	<p>Who is benefitting from this measure and why?</p> <ul style="list-style-type: none"> • Ports (can promote such solutions with a structured best practice tool box) • Logistic sector (can find new logistic options that have been already successfully implemented) • Business agencies of Lower Austria and Vienna (that can integrate the information on best practice in their active information on IWT and ports to logistic sector – see M002) <p>Objectives of the measure</p> <ul style="list-style-type: none"> • Increase awareness on already existing and successfully implemented IWT solutions • Promote possible solutions • Learn from others • Increase of IWT transport volume share
Responsible institution	<p>Who is responsible for implementing the recommended action?</p> <ul style="list-style-type: none"> • BMVIT <p>Which other institutions should be involved?</p> <ul style="list-style-type: none"> • Via Donau • Governments of Lower Austria and Vienna • Business agencies of Lower Austria and Vienna
Steps	<p>What concrete steps will have to be taken in order to implement the whole recommendation?</p> <ul style="list-style-type: none"> • This is what the responsible institution has to do as preparation – steps for implementation <ul style="list-style-type: none"> ○ Set up terms of reference for the tender ○ Tender procedure ○ Do yearly up dates of the toolbox ○ Include toolbox in the following measures of the RAP: B012 (toolbox for supporting shippers and their logistic providers), L039 + L036 (education), M002+M006 (active information)

	<ul style="list-style-type: none"> • These are the stakeholders the responsible institution has to involve <ul style="list-style-type: none"> ○ Via Donau ○ Governments of Lower Austria and Vienna ○ Business agencies of Lower Austria and Vienna • This is what the responsible institution has to do before the recommendation can be considered as successfully implemented <ul style="list-style-type: none"> ○ Ensure the public availability and appearance of the Best Practice toolbox (own homepage, part of an existing homepage?) ○ Create and implement a promotion strategy for spreading the toolbox in the logistic community together with the involved stakeholders • This is what the responsible institution has to do to monitor and evaluate the action (if applicable) → which criteria are useful for measuring good or poor implementation? Where are these data available or do we have to collect the relevant data? <ul style="list-style-type: none"> ○ Number of page views per month/per year ○ Number of promotion activities for the tool box per year
Horizon for implementation	Short term (2 years) - start of tender procedure after RAP-presentation is necessary to have a tool box within the next 2 years.
Budget	<p>Estimated necessary budget and (if possible) recommendation from where the budget can be generated (funding options etc.)</p> <ul style="list-style-type: none"> • Implementation (non-recurring costs) <ul style="list-style-type: none"> ○ External: cost for the production of the toolbox: about EUR 50.000,-- (including preparation for the integration in an internal platform and a flexible structure and use of the toolbox) ○ Internal cost for tender procedure and for starting promotion activities (about 10 days) • Operation (yearly costs) <ul style="list-style-type: none"> ○ Internal: running costs for promotion activities (3 to 5 days per year) ○ External: yearly update of the tool box content (service treaty): about EUR 5.000,-- per year
Good practice example	<p>In case the measure is adopted from a different country, give reference to the example in order to facilitate communication and learning from each other</p> <p>-</p>