The Danube represents a strategic link between Western and Eastern Europe, providing a catalyst for economic growth in regions that span over 10 European countries and cultures. The river is—part of the TEN-T Core Network “Rhine-Danube”—considered one of the main transport axes of Europe. To boost the industrial growth and social welfare of the region, the aim of DANTE was to identify and eliminate administrative barriers that hinder the development of inland waterway transport (IWT) at its full potential.

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The DANTE project resulted in meaningful steps forward in further strengthening the transnational collaboration process between public and private entities to mitigate and abolish the common bureaucratic procedures in a well-defined and coordinated manner. Besides the 14 fruitful national and 4 transnational expert meetings, several tangible examples of success stories underline the concrete impact of DANTE on the transnational level.

The proceedings of DANTE have resulted in the following main findings causing additional administrative workload and costs:

<table>
<thead>
<tr>
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<tr>
<td>Lack of standardization and unified regulations even on national level</td>
</tr>
<tr>
<td>High time consumption and too many documents</td>
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<tr>
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<td>Non-transparent and inconsistent charging policies among Danube countries</td>
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Project Consortium

**Funder: ERDF** (European Fund for Regional Development)

**Lead Partner:** Pro Danube International

- Steinbeis Innovation gGmbH, Steinbeis-Europe-Center (DE)
- iC consulten ZT GmbH (AT)
- University of Applied Sciences Upper Austria (AT)
- Ministry of Transport and Construction of the Slovak Republic (SK)
- Slovak Shipping and Ports JSC (SK)
- Hungarian Federation of Passenger Fleet Operators (HU)
- Hungarian Federation of Inland Waterway Freight Forwarders (HU)
- Romanian River Shipping and Navigation Association (RO)
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- Romanian-Romanian Chamber of Commerce and Industry (RO)
- Public Institution Port Authority Vukovar (HR)
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- Pro Danube Romania, Association for the promotion of transport on the Danube (RO)
- Union of Romanian Inland Ports (RO)
- Danube Logistics SRL (MD)
- Ministry of the Sea, Transport and Infrastructure (HR)
- Ukrainian Sea Ports Authority (UA)
- Pro Danube Serbia—Association for the promotion of transport on the Danube (RS)
- Pro Danube International (AT)
- Shipmasters Association of Serbia (RS)
- International Sava River Basin Commission (RS)
- Ministry for Innovation and Technology (HU)
- Danube Commission

**Associated Strategic Partners**

- International Sava River Basin Commission
- Hungarian Federation of Inland Ports
- Port BULMARK EAD
- Ministry of Innovation and Technology
- Ministry of Transport and Construction of the Slovak Republic
- Slovak Shipping and Ports JSC
- Hungarian Federation of Passenger Fleet Operators
- Hungarian Federation of Inland Waterway Freight Forwarders
- Romanian-Romanian Chamber of Commerce and Industry
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- Public Institution Port Authority Vukovar
- Pro Danube International

**Funding Programme**

Danube Transnational Programme

**Project Duration:** 30 Months (January 2017 – June 2019)

**Project Budget:**

| Funding Programme | Total: 1,982,786,00 Euro | ERDF: 1,650,134,75 Euro | IPA: 35,233,35 Euro |

The project can be reached at: [www.interreg-danube.eu/approved-projects/dante](http://www.interreg-danube.eu/approved-projects/dante)

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**Project Description**

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3. Agreed\n
4. Generally accepted working language along\n  a) Matching ex-ante evaluation with ex-post benefits\n  b) Usage of the state-of-the-art digital tools to\n  c) Improvement of the nautical controls  \n  d) Improve the infrastructure and equipment for\n  e) Training and operational procedures\n
5. Monitoring of the DANTE Platform\n  a) Matching ex-ante evaluation with ex-post benefits\n  b) Usage of the state-of-the-art digital tools to\n  c) Improvement of the nautical controls  \n  d) Improve the infrastructure and equipment for\n  e) Training and operational procedures

6. Reporting\n
7. Evaluation\n
8. Dissemination\n
9. Need for the DANTE Platform (International and national level)\n  a) Matching ex-ante evaluation with ex-post benefits\n  b) Usage of the state-of-the-art digital tools to\n  c) Improvement of the nautical controls  \n  d) Improve the infrastructure and equipment for\n  e) Training and operational procedures