



Cooperation-Network for logistics and nautical education focusing on
Inland Waterway Transport in the Danube corridor
supported by innovative solutions

Supporting EU and National Policies

Draft National Action Plan for Education and Training Issues in the Field of Inland Waterway Transport AUSTRIA

(Act. 3.4, Period 4)

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1. List of abbreviations

AMS	Agency of Public Employment Service Austria
bmvit	Austrian Federal Ministry of Transport, Innovation and Technology
EBU	European Barge Union
ESF	European Social Fund
ESO	European Skippers Organization
ETF	European Transport Workers' Federation
EU	European Union
IWT	Inland waterway transport
NAIADES	Navigation and Inland Waterway Action and Development in Europe (EC COM)
NAP(s)	National Action Plan(s)
NELI	Cooperation-Network for logistics and nautical education focusing on Inland Waterway Transport in the Danube corridor supported by innovative solutions (SEE project)
SWOT	Analysis along Strengths, Weaknesses, Opportunities and Threats
VIA	via donau – Österreichische Wasserstraßen-Gesellschaft mbH

2. Analysis of relevant policies

The general principles of Austrian transport policy are laid down in the Transport Master Plan 2002 (Generalverkehrsplan Österreich GVP-Ö). According to this Austrian transport policy has the goal to increase the appeal of Austria as a business location by completing the transport network efficiently and adjusted to the needs. The support of sustainable mobility is given prominence. The Transport Master Plan includes a priority waterway project for the improvement of the nautical and ecological conditions on the Danube between Vienna and Bratislava, i.e. the integrated river engineering project to the east of Vienna.

In response to the EU's NAIADES Action Programme the Austrian Federal Ministry of Transport, Innovation and Technology (bmvit) published a National Action Plan Danube Navigation (NAP) in 2006¹. The plan was drawn up by via donau in close co-operation with all relevant players of the field of IWT. The Plan outlines the Austrian IWT policy

¹ Austrian NAP on-line: www.donauschiffahrt.info/nap

until 2015 and contains a comprehensive catalogue of ten action fields and 40 independent measures (see figure next page). Since 2007 the NAP is part of the government programme: To strengthen inland waterway transport is declared goal of Austria's transport policy.

Education and training issues are dealt in two out of the ten action fields ("Education & Training" and "Facts & Figures" – marked in the figure next page). The Action Plan foresees to launch a training strategy in cooperation with the inland navigation sector and the social partners. Further measures of the NAP are dealing with the enforced introduction of inland waterway transport in general and logistics education and training by using instruments like e-learning², a floating IWT exhibition³ and expert lectures. The information and training centre in Ennshafen is another measure mentioned in the Austrian NAP.

For the NELI Activity 4.2 the relevant measures concerning education and training of the Austrian National Action Plan Danube Navigation have been translated and adopted to the NELI Act. 3.4 template (see chapter 0, page 9) and extended by the status of implementation. All the other chapters of this document have been newly established within NELI.

² eLearning Platform INeS: www.ewita.info

³ Floating exhibition: www.donau-on-tour.info



SOUTH EAST EUROPE
Transnational Cooperation Programme



NAP National Action Plan Danube Navigation

Overview: Catalogue of Measures

COMPREHENSIVE STRENGTHENING OF DANUBE NAVIGATION WITHIN THE AUSTRIAN FREIGHT TRANSPORT SYSTEM

INFRASTRUCTURE	PORTS	INFORMATION SYSTEMS	FLEET	EDUCATION & TRAINING	PROMOTION	FACTS & FIGURES	NEW MARKETS	GRANTS	INTERNATIONAL ACTIVITIES
I Maintain and improve waterway infrastructure	II Further develop Danube ports to multimodal logistics centres	III Implement and further develop River Information Services (RIS) on the Danube	IV Modernize the Austrian fleet	V Invest in jobs and qualifications	VI Raise awareness and boost the image of Danube navigation	VII Disseminate knowledge and improve the fundamental data on Danube navigation	VIII Exploit the Danube waterway's transport potential	IX Provide supporting resources for the modernisation of Danube navigation	X Strengthen European inland navigation
<ol style="list-style-type: none"> Remove bottlenecks on the Austrian Danube Ensure adequate waterway maintenance and management Minimize lock closing times due to revision works Support an integrative improvement of fairway conditions on the entire Danube 	<ol style="list-style-type: none"> Draw up a development and investment strategy for the Austrian Danube ports and transshipment sites Push for the modernization of ports and transshipment sites Stimulate industrial settlements along the Austrian Danube Support the further development of South-Eastern European Danube ports 	<ol style="list-style-type: none"> Implement DoRIS in Austria Further develop RIS for official and commercial use Further develop technologies relevant to RIS Support the Danube countries in implementing of RIS 	<ol style="list-style-type: none"> Improve the environmental performance of the Danube fleet Increase the safety of inland navigation Improve the framework conditions for investment in the fleet Push innovative plans in the inland navigation sector 	<ol style="list-style-type: none"> Launch a training offensive Improve the availability of education Facilitate the employment of qualified foreign workers Improve framework for labour and social conditions through social dialogue 	<ol style="list-style-type: none"> Create and implement a coordinated PR-strategy Create a national platform for pro-Danube navigation public relations work Strengthen pro-Danube navigation national lobbying activities Implement a pro-Danube navigation image campaign 	<ol style="list-style-type: none"> Collect and process fundamental data on Danube navigation Provide web-based facts and figures about Danube navigation Introduce Danube navigation to training and education Construct an information and training centre at the Enns-Embsdorf port 	<ol style="list-style-type: none"> Provide logistics advice in the field of Danube navigation Stimulate cooperation between inland navigation and road/rail Support the construction of scheduled liner services on the Danube Push the foundation of national inland navigation development agencies in the Danube countries 	<ol style="list-style-type: none"> Fund flexible and competitive transshipment facilities Fund an environmentally friendly and market orientated Austrian fleet Fund the development of scheduled container liner services and new multimodal transport Fund an innovative use of technology in Danube navigation 	<ol style="list-style-type: none"> Push the development and implementation of the European action plan Contribute to the harmonization of legislative and institutional framework conditions Improve the image of European inland navigation Play an active role in the development of the Pan-European Corridor VII

3. SWOT analysis of Austrian education and training situation in the field of inland waterway transport

The main objective is following:

- Provide enough qualified personnel in the field of inland waterway transport – both nautical and logistical

Strengths	Weaknesses
<ol style="list-style-type: none"> 1. Captain is a job with perspectives – great demand 2. Interesting and responsible job profile (captain) 3. New teaching tools (INeS, Manual on Danube Navigation, maps,...) 4. Information and training initiatives (donau-on-tour, guest lectures, Ennschafen...) 	<ol style="list-style-type: none"> 1. Little nautical apprenticeship training positions at IWT companies 2. Lack of a school ship / practicing possibilities 3. No independent nautical school – little equipment 4. Lack of nautical teaching staff 5. Little interest of young people to join the profession 6. Lack of professional lifelong learning offers (e.g. ADN) for nautical personnel 7. IWT is underrepresented in general logistics education and teaching material
Opportunities	Threats
<ol style="list-style-type: none"> 1. Re-start of nautical education in 2001 2. Active Austrian and European IWT policy 3. International initiatives (NAIADES; EDINNA; NELI,...) 4. Lifelong-Learning and e-Learning gain importance 5. Economic crises as chance: attract career changers 	<ol style="list-style-type: none"> 1. Qualified nautical personnel is over-aged 2. Demand of qualified nautical staff cannot be covered with Austrian personnel 3. Lack of funding for E&T 4. Little IWT knowledge of transport logistics decision makers > minor utilisation of IWT 5. Lack of harmonised certification and E&T in Europe 6. Lack of harmonised social regulation in Europe

Strengths

1. Captain is a job with perspectives – great demand

In times of economical crisis IWT offers relatively secure jobs with perspectives and higher wages than on land. Due to the lack of qualified personnel there is a great demand for newcomers to the IWT sector.

2. Interesting and responsible job profile (captain)

Nautical jobs are no regular 9-5 office jobs. They offer variation and responsibility. Longer periods away from home are compensated by longer periods of free time.

3. New teaching tools (INeS, Manual on Danube Navigation, maps...)

During the last years new teaching material - like the eLearning tool INeS www.ewita.info or the Manual on Danube Navigation www.via-donau.org/wissen/publikationen/handbuch was elaborated by via donau in order to make knowledge on IWT easier available.

4. Information and training initiatives (donau-on-tour, guest lectures, Ennshafen,...)

In the framework of the NAP Danube Navigation a wide number of information and training initiatives were implemented (see www.donau-on-tour.info, and measures L2 and L4 below). Those initiatives are focusing on general and logistics (but not nautical) information and education. Cooperation between via donau and schools/ universities /training institutions has been increased.

Weaknesses

1. Little nautical apprenticeship training positions at IWT companies

Austria runs a dual education system: an apprentice needs to have a training position within an inland navigation company, where he/she gets the practical education on-board. Since the re-start of nautical education in Austria only passenger shipping companies are offering apprenticeship training positions, so only 5-7 apprentices per year start their education. As one reason the IWT companies mentioned that the legal social framework relating to apprenticeship the does not meet the needs of IWT.

2. Lack of a school ship / practicing possibilities

Besides practical nautical education within inland navigation companies, a school ship would give the possibility to gain practical experience with the help of professional teaching staff. Nevertheless, Austria seems not to reach the critical mass of trainees for such an investment.

3. No independent nautical school – little equipment

The nautical school in Vienna is integrated in a vocational school for machine and production technology. Most of the general lessons are held together with apprentices from other professions. The Viennese school is too small (equipment like simulators or school ship, Know-how, teaching staff) to reach the standard of nautical schools e.g. in the Netherlands or in Romania.

4. Lack of nautical teaching staff

The current teaching staff is already some years away from practical inland navigation. Qualified successors are hard to find for a small school.

5. Little interest of young people to join the profession

Besides that most young people do not even know of the possibility to become crew member, the jobs on board are very specific, e.g. long times away from home, crew living with limited privacy.

6. Lack of professional lifelong learning offers (e.g. ADN) for nautical personnel

In Austria there is almost no professional training for inland navigation available. Companies often have to send their personnel to Germany to do e.g. mandatory ADN

courses.

7. IWT is underrepresented in general logistics education and teaching material used

Little Know-how of teaching staff (in general transport logistics)

Opportunities

1. Re-start of nautical education in 2001

After the re-start of nautical education in Austria first former students have already got their shipping licence. The possibility to enlarge the initiative is given.

2. Active Austrian and European IWT policy

Inland waterway transport nowadays is a fix part of Austrian transport policy: the National Action Plan Danube navigation is part of the Federal government programme. At European level NAIADES lays down the clear European goal to support IWT and strengthen its role within the European transport system.

3. International initiatives (PLATINA, EDINNA, NELI,...)

Based on the active IWT policy new initiatives concerning E&T matters in IWT started. In a small sector like IWT cooperation and harmonisation are important instruments to achieve common goals.

4. Lifelong-Learning and e-Learning gain importance

5. Economic crises as chance: attract career changers

Threats

1. Qualified nautical personnel is over-aged

The average age of qualified nautical personal (Captains) is 50+. Taking in consideration the lack of young people joining the profession the lack of qualified nautical personnel will still grow in near future.

2. Demand of qualified nautical staff cannot be covered with Austrian personnel

For the recruitment and education of newcomers has been disregarded during the last 15 years, there is not enough qualified Austrian personnel available nowadays. Austrian inland navigation companies hire their personnel from south-eastern European countries.

3. Lack of funding for E&T

Due to the dual education system the inland navigation companies have to pay the educational costs of their nautical personnel. Compared to e.g. Germany where the state pays half of the costs, Austrian companies get no support.

4. Little IWT knowledge of transport logistics decision makers > minor utilisation of IWT

As specified surveys show: Transport logistics decision makers (shippers, forwarders, logistics) do have an outdated image of IWT and little IWT knowledge. Thus they do

not take the possibility of inland waterway transport in mind when planning their transport chains. Mostly they are not to be reached through E&T institutions: targeted awareness activities have to be set.

5. Lack of harmonised certification and E&T in Europe

6. Lack of harmonised labour and social regulation in Europe

4. Measures of the Austrian National Action Plans

The following measures are laid down in the National Action Plan Danube Navigation therefore the status of implementation has been added.

4.1 Measures addressing nautical personnel

N1 – Create nautical apprenticeship training positions (Launch a training offensive)	
Status quo	Until 1996 the Austrian state shipping company DDSG was running its own training ship. Each year 20 students completed their apprenticeship within a dual training system. Along with the privatisation process the training ship was closed down. In 2001 the education in Inland Navigation started again but only few companies are offering apprenticeship training positions: 5-7 apprentices start their nautical education in Vienna each year. Most IWT companies hire personnel from south-eastern Europe and did not invest in own trainees. Nevertheless, the shortage of nautical staff is becoming a considerable problem for the IWT companies in Austria.
Proposed Measure	Preparation and implementation of a national concept to provide nautical apprenticeship training positions. If it is not possible to create enough new training positions at Austrian IWT companies a strategic cooperation with a bigger nautical school (e.g. with SchulschiffRHEIN) could be taken in consideration in order to keep a high quality level of education for the small group of Austrian apprentices.
Expected impact	The creation of enough nautical apprenticeship training positions will contribute to decrease the shortage of nautical staff and provide high qualified jobs for Austrian employees.
Coordination and stakeholders	C: via donau S: bmvit, inland navigation companies, Chamber of labour, Chamber of commerce, Nautical school, SchlschiffRHEIN, via donau
Priority	high
Financing	bmvit, via donau
Implementation status 2010	<i>Round tables have been organized, Social partners have not come to a conclusion yet</i>

N2 – Provide qualified teaching staff (Launch a training offensive)	
Status quo	The current teaching staff is already some years away from practical inland navigation. Qualified successors are difficult to find for a small school. In addition and it is hard to balance teaching and a job as captain.
Proposed Measure	Win active captains for teaching. Stimulation actions: 1) Blocked courses during off-season 2) Prepared teaching material for the captains (e.g. by via donau) 3) A pool of captains is sharing the teaching activity 4) Guest lectures by experts 5) Training lessons for teachers
Expected impact	Theoretical education gains a higher practical relevance and up-to-dateness when active nautical staff (captains, skippers) is giving lessons. That way the quality of education raises and the knowledge transfer between school and practice is given.
Coordination and stakeholders	C: via donau S: Austrian Federal Ministry for Education, Arts and Culture, inland navigation companies, Captains, Nautical school, Chamber of commerce, via donau
Priority	medium
Financing	EU (ESF), Funding institutions for education and training (e.g. WAFF) bmvit, via donau
Implementation status 2010	<i>This measure is interlinked with the measure N1 and therefore not started yet.</i>

N3 – Start promotion actions for nautical jobs (Launch a training offensive)	
Status quo	It is hard to find (young) people who are interested to go on-board and the drop out rate is high. Besides that most young people do not even know of the possibility to “go on-board”, nautical jobs are very specific. In the Netherland the bvb (Promotion centre for IWT) and the employment service created a recruiting and information folder on jobs in IWT for young people where the special characteristics of nautical jobs are laid down.
Proposed Measure	Inform young people and career changer about the job opportunities on-board of a vessel by creating information material, starting promotion activities and events, being present at job information fairs and cooperation with employment service.
Expected impact	Promotion and recruitment activities will enlarge the career starters in nautical jobs and inform them about the specific characteristics from the very beginning in order to keep the drop out rate as low as possible.

Coordination and stakeholders	C: via donau S: bmvit, Inland navigation companies, Agency of Public Employment Service Austria (AMS), Chamber of commerce – Inland Navigation, Chamber of labour, via donau
Priority	medium
Financing	bmvit, Agency of Public Employment Service Austria (AMS), ev. EU (ESF)
Implementation status 2010	<i>This measure is interlinked with the measure N1 and therefore not started yet.</i>

N4 – Improve conditions for nautical education according to the demands of the IWT sector (Launch a training offensive)

Status quo	According to the law minors (apprentices) are not allowed to work on weekends or between 20h and 6h. This does not answer the demands of inland navigation on the Danube. For other sectors (e.g. restaurants, hospitals) apply certain exceptions in combination with balancing measures in favour of the youth. The education lacks certain topics and up-to-date teaching material (RIS, English, eLearning). There is no funding for nautical vocational education (like for example in Germany).
Proposed Measure	Improve legal conditions for nautical education (apprenticeship) with the help of the Social Dialogue and provide up-to-date teaching material. Like in Germany IWT undertakings should be supported with funding when hiring a apprentice: www.naiades.info/funding/funding.php?id=257&path=214&f_lang=E N&country=DE&funding_id=32
Expected impact	Investing in education will be more attractive to inland navigation companies when their demands are met.
Coordination and stakeholders	C: Chamber of commerce – Inland Navigation S: bmvit, Social partners, Inland navigation companies, Chamber of commerce – Inland Navigation, via donau
Priority	medium
Financing	bmvit / via donau
Implementation status 2010	<i>DoRIS has been introduced to the theoretical education (excursion, materials, experts lecture). Teaching material has been produced and provided (e.g. Handbook on Danube navigation in German and English, eLearning platform INeS). According to the legal conditions, first ideas have been drafted.</i>

N5 – Improve the availability of training

Status quo	The most important training courses / exams for inland navigation personnel are the captain licence, radar certificate, ADN certificate and safety training. In addition, technical, legal, administrative and economical framework changes rapidly and crew members have to be informed about (according to their position on-board). In Austria training courses and examinations are held irregularly. Specific training on (new) legal framework is not offered. Companies often have to send their personnel to Germany to do e.g. mandatory ADN courses.
Proposed Measure	Improve the availability of training by offering a fixed yearly training plan of mandatory trainings and additional training (e.g. legal framework, RIS, funding possibilities, "Riverspeak"). In order to get sufficient participants for the trainings the training plan should be coordinated with other IWT training institutions like SchulschiffRHEIN and internationally published.
Expected impact	A coordinated and prefixed training programme is schedulable for the inland waterway companies. Thus knowledge is built up and travelling cost can be saved.
Coordination and stakeholders	C: via donau S: bmvit, Training institutions, Examining sections, Inland navigation companies, Funding institutions, via donau
Priority	medium
Financing	Funding institutions for education and training (e.g. WAFF), Agency of Public Employment Service Austria (AMS), EU (ESF), bmvit / via donau, Inland navigation companies
Implementation status 2010	<i>Information on IWT training courses has been bundled on www.donauschiffahrt.info. Several DoRIS trainings have been conducted according to the need of inland navigation companies, ports, locks, ect.</i>

N6 – Facilitate the employment of qualified foreign workers

Status quo	There is a lack of qualified Austrian nautical personnel. Reasons are manifold: little education activity, averaged active personnel, high drop out rate, lower wage levels in southeast Europe. Employing foreign crew members would ease the situation, until national training initiatives provide enough new comers. Austrian law prohibits employing personnel from non EU member states (e.g. Serbia, Croatia, and Ukraine) and foresees transition periods for people from neo EU member states (until 2011 for Rumania and Bulgaria).
Proposed Measure	Provide legal basis to enable the employment of qualified foreign workers in IWT.

Expected impact	The possibility to employ foreign crew members helps to tackle the lack of Austrian personnel and avoids illegal employment. Furthermore the measure helps to keep Austrian inland navigation companies in Austria instead of changing flag.
Coordination and stakeholders	C: via donau – Social Dialogue S: Ministry of the Interior, Ministry of labour, bmvit, Inland navigation companies, Labour union, Chamber of labour, Camber of commerce, Agency of Public Employment Service Austria (AMS), via donau
Priority	high
Financing	bmvit / via donau
Implementation status 2010	<i>Implemented: With 1 January 2008 the nautical crew of international inland navigation companies is excluded from the prohibition to employ foreigners (form non and neo-EU states).</i>

N7 – Improve framework for labour and social conditions through social dialogue

Status quo	National labour and social regulations (working time and rest periods, crew regulation, collective agreement) concerning IWT are complex, in some ways not suitable for IWT and hard to execute and to control. The fact that along international waterways labour and social regulations are not harmonised (not even within the EU) complicates the execution of national law even more and often leads to violation of law.
Proposed Measure	At European level the Sectoral Social Dialogue IWT (including social partners: ETF, EBU, ESO) was created in order to foster dialogue between the social partners at European level and to jointly shape relevant European policy and legislation. http://ec.europa.eu/social/main.jsp?catId=480&langId=en&intPageId=41 The medium and long term aim has to be the harmonisation of labour and social regulations within Europe. Analogue to the European model a Sectoral Social Dialogue IWT will be installed in Austria in order to jointly improve framework for labour and social conditions. The Dialogue should be event driven.
Expected impact	Strong cooperation between employers and employees facilitates the process of common solution and creates acceptance. Furthermore, the national social dialogue IWT is an instrument to participate in the development and implementation of European policy and regulations.
Coordination and stakeholders	C: via donau – Social Dialogue S: Inland navigation companies, Ministry of labour, bmvit, Labour union, Chamber of labour, Chamber of labour, Camber of commerce – Inland Navigation, via donau
Priority	high
Financing	bmvit / via donau
Implementation	<i>In 2006, 2007 and 2009 social dialogues have been organised.</i>

<i>status 2010</i>	<i>Predominantly education and training issues have been discussed.</i>
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4.2 Measures addressing IWT logistics personnel

L1 – Participate in the design of teaching material (Introduce Danube navigation to training and education)	
Status quo	The topic inland waterway transport is underrepresented in teaching materials for training and education; materials contain out of date information (e.g. old fashioned IWT image), lively prepared materials do not exist. This is the case in general education as well as education and training in the field of transport logistics.
Proposed Measure	Existing teaching material (books, scripts) has to be updated and improved. Multimedia teaching material dealing with IWT has to be created (films, games, eLearning). The form and level of information has to be target group orientated. A strong cooperation with teachers and schoolbook writers will contribute to the impact of this measure.
Expected impact	Up-to-date and well prepared materials facilitate the teachers to teach IWT related content. A modern picture of IWT will be put to the next generation and inland navigation will gain awareness.
Coordination and stakeholders	C: via donau S: bmvit, via donau, schoolbook editors, teacher, Austrian Federal Ministry for Education, Arts and Culture, media experts, Austrian Waterway- and Navigation Society
Priority	medium
Financing	bmvit, Austrian Federal Ministry for Education, Arts and Culture, via donau
<i>Implementation status 2010</i>	via donau prepares and provides information and teaching material (maps, folders, Manual on Danube Navigation, games) see: www.donau-on-tour.info/index.php?id=19 , www.via-donau.org/wissen/publikationen/handbuch

L2 – Give guest lectures at schools / universities and supervise IWT theses (Introduce Danube navigation to training and education)	
Status quo	Education and training in the field of transport gives only basic information on inland waterway transport. In comparison to other modes of transport IWT is by far underrepresented. One reason is the lacking knowledge of teaching staff concerning this “side issue”. Lacking knowledge of the characteristics of IWT leads to minor utilisation of IWT.
Proposed Measure	Identify relevant E&T institutions and start co-operations: (guest) lectures at schools / universities by IWT experts; initiate and supervise IWT theses
Expected impact	Future forwarders and transport decision makers have sufficient knowledge to integrate IWT into transport chains.

Coordination and stakeholders	C: via donau S: Education and training institutions esp. in the field of transport and logistics, IWT experts, via donau
Priority	high
Financing	bmvit / via donau
Implementation status 2010	<i>via donau stays in close contact with the relevant E&T institutions: regular lectures about IWT, RIS and intermodality are given at relevant schools and universities. In cooperation with the Wirtschaftsmuseum 1 hour lessons on Danube navigation were held on schools between 2007 and 2010: 24.000 students between 10 and 18 years attended those lessons (www.wirtschaftsmuseum.at/pdf/DMS-2009_kl.pdf). Additionally via donau initiates and supervises around 10 IWT-related theses a year.</i>

L3 – Develop IWT eLearning tools for education and training (Introduce Danube navigation to training and education)

Status quo	Information about IWT (Basics and Logistics) is often outdated and not prepared in an interactive modern way. Furthermore it is spread over various teaching books and materials which makes it hard to change and up-date it.
Proposed Measure	A web-based learning platform on Intermodal Inland Waterway Transport (INeS) will bundle up-to-date knowledge and offer it in a flexible and target group-oriented way.
Expected impact	The eLearning platform provides European trainers and learners a free up-to-date training instrument on intermodal inland waterway transport. This innovative training method modernises the current training methods and creates awareness for the potentials of IWT.
Coordination and stakeholders	C: via donau S: via donau, eWIT / EWITA partners, E&T institutions
Priority	medium
Financing	EU (Marco Polo), bmvit / via donau
Implementation status 2010	<i>In 2006 a basic eLearning Danube platform (INeS: www.ines.info) was created within the EU-Marco Polo project eWIT. The follow-up project EWITA up-dated, improved, enlarged and translated (German, Romanian, Dutch) this eLearning tool, which will be available in summer 2010: www.ewita.info. Further improvements, translations and dissemination will be done within NELI project.</i>

L4 – Construct an information and training centre at Ennschafén

Status quo	The existing shipping museums in Austria are only dealing with the past of inland navigation and vessels, the present and past of the system of inland navigation i.e. waterways, ports, vessels, logistics
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	are not considered. In other European countries already exist modern information and training centres on IWT (e.g. Rotterdam, Amsterdam)
Proposed Measure	Create a modern multimedia information and training centre on IWT in Ennschafen, where the environmentally friendly IWT is presented and can be experienced by various groups (students, logisticians, general port visitors like families). Focuses: system IWT, intermodality, port logistics, innovative technologies.
Expected impact	Create knowledge and awareness.
Coordination and stakeholders	C: Ennschafen, via donau S: Ennschafen, bmvit, via donau, Land Upper Austria, IWT sector, exhibition experts
Priority	high
Financing	bmvit, Land Upper Austria, Ennschafen, via donau, Austrian Waterway- and Navigation Society, EU
Implementation status 2010	<i>The business plan is developed. The centre will open in spring 2011. NELI will also participate in the realisation of the centre in Ennschafen.</i>

5. Identification of national or regional funding possibilities for Education and Training Measures in Austria

5.1 Existing National Funding Programmes

The Ministry of Transport provides a yearly budget for the implementation of the National Action Plan Danube Navigation. It is coordinated by via donau. With the help of cooperation and co-financing the budget is enriched.

Besides those ways of financing little funding possibilities in form of official programmes is offered for E&T in the field of IWT:

Funding programme for special apprentices	
Actions able to be supported	Employment and training of <ul style="list-style-type: none"> female apprentices in men dominated professions disadvantaged apprentices
Eligible beneficiaries	Companies which employ and train apprentices
Funding rate	Max. 755 € per apprentice per month
Further information	Regional Agency of Public Employment Service Austria (AMS)
Link	www.ams.at/sfu/14091_18659.html

Funding programme Combined Transport	
Actions able to be supported	Training cost for special logistics or computing courses in the field of combined transport.
Eligible beneficiaries	Companies dealing with combined transport
Funding rate	Max. 30%
Further information	austria wirtschaftsservice erp-fonds
Link	www.bmvit.gv.at/verkehr/gesamtverkehr/kombiverkehr/foerderung.html

5. 2 Existing National Funding Institutions

For there exist little specific funding it is important to know funding institutions which can help to raise money in out of general funds:

Austrian Agency for International Cooperation in Education and Research (OeAD-GmbH)	
Service agency in the field of international exchange of pupils, apprentices, students, teachers and researchers	
Address	Alser Strasse 4/1/3/8 A - 1090 Vienna
Link	www.oead.at , www.esf.at/?lang=en

Public Employment Service Austria (AMS)	
The AMS is Austria's provider of labour-market related services. They assist jobseekers and companies by offering advice, information, qualification opportunities and financial assistance.	
Address	Find your regional public employment centre here: http://www.ams.at/sfa/sfags.html
Link	www.ams.at

Vienna Employment Promotion Fund (WAFF)	
The WAFF assists Viennese employees and job-seekers with free career counseling and assistance with everything related to career and advanced training, e.g. funding possibilities.	

Address	Nordbahnstraße 36 A - 1020 Vienna
Link	www.waff.at/en/

Chamber of commerce WKÖ

The chamber of commerce offers funding consultancy on national and EU programmes for Austrian entrepreneurs.

Address	Federal Chamber: Wiedner Hauptstrasse 63 A - 1040 Vienna
Link	On-line funding guide: www.wko.at/foerderungen

Chamber of labour AK

The chamber of labour offers formation and funding consultancy for job starters, employees and job seekers.

Address	Federal Chamber: Prinz Eugen Straße 20-22 A - 1040 Vienna
Link	Formation and funding consultancy at regional agencies of the chamber of labour: www.arbeiterkammer.at/online/bildungsberatung-41446.html

6. Conclusions

During the creation of the NAP via donau tried to involve all relevant key players (see chapter “7. Validation of Austrian National Action Plan”). From the very beginning we pointed out that the NAP will not interfere with competencies of social partners but wants to serve as a platform and support their work when asked so.

The strategy of involvement was very time consuming and intensive but in the end it was worth the effort. The issue of education and training and the increasing lack of qualified personnel were stressed out to be very important for the development for of the whole sector.

During the first years of implementing the NAP it showed that Austria is too small for starting nautical education comparable with the high European level: cooperation with existing E&T institutions is needed. On the other hand the implementation of measures in the field of general and transport logistic E&T were very successful.

As a matter of fact, inland navigation on the Danube is an internationalized sector, especially when it comes to the mobility of crew members. Some of the identified problems cannot be tackled on national level (e.g. by the means of a National Action Plan):

- Qualified nautical personnel is over-aged

- Lack of a state of the art school ship / practicing possibilities
- Lack of harmonised certification and E&T in Europe
- Lack of harmonised social regulation in Europe

And for other topics strong transnational cooperation and the bundling of resources would be of great advantage:

- Creation of modern learning materials (e.g. eLearning)
- Sharing of teaching equipment (simulators, school ship)
- Recruitment initiatives
- Exchange programmes

7. Validation of Austrian National Action Plan

The table below shows the organisational structure of the creation of the Austrian National Action Plan Danube Navigation. The issue of personnel / E&T where mainly treated within thematic workshops (see on the right side). Participants of these workshops were form

- Ministry of Transport
- Chamber of commerce
- Chamber of labour
- Shipping companies (employers and employees)
- Nautical Education
- Ministry of Labour
- Labour union

Two workshops were held. The participants identified main problems and elaborated suiting measures to improve the situation together. That way it was ensured that the whole sector sees the NAP as the common strategy – the validation of the sector was given.

Since 2007 the NAP is part of the Federal government program – a clear validation of the goal and the measures of the NAP.

