Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission

Austria Bulgaria Croatia Germany Hungary Moldova Romania Russia Serbia Slovakia Ukraine

Danube ports – Role of the Danube Commission

WG Tech
Dejan Trifunovic, Counsellor
Budapest, 15-18 October 2019

DEFINITION AND POLICY DOCUMENTS

- An inland port is a port on an inland waterway, such as a river, lake, or canal, which may or may not be connected to the sea.
- CONVENTION REGARDING THE REGIME OF NAVIGATION ON THE DANUBE
- European Agreement on Main Inland Waterways of International Importance (AGN)
- Regulation (EU) 2017/352 of the European Parliament and the Council of Ministers establishing a framework for the provision of port services and common rules on the financial transparency of ports

CONVENTION – DANUBE COMMISSION

in preamble …providing for free navigation on the Danube in accordance with the interests and sovereign rights of the Danube States and in order to strengthen the economic and cultural relations…

- Article 19

The Danube States shall afford the Commission, its officers and its staff the assistance necessary to enable them to carry out their duties under this Convention.

Such officers and staff shall, subject to compliance with national law, have the right of free movement while carrying out their official duties on the river and in ports within the jurisdiction of the Commission.

- Article 24

Vessels navigating the Danube shall have the right, subject to compliance with the regulations established by the Danube States concerned, to enter ports, to load and discharge, to embark and disembark passengers, to refuel, to take on supplies, etc.

CONVENTION – DANUBE COMMISSION

- Article 25

Vessels flying foreign flags may not engage in local passenger and freight traffic or traffic between ports of the same Danube State, save in accordance with the national regulations of that State.

- Article 40

Port dues levied on vessels shall be collected by the authorities of the Danube States concerned. In doing so no discrimination shall be shown as regards the nationality of vessels, points of departure and destination, or on any other grounds.

CONVENTION – DANUBE COMMISSION

- Article 41

Vessels entering ports for loading or unloading shall been titled to use loading and unloading machinery, equipment, warehouses, storage space, etc., according to agreements concluded with the appropriate transportation and forwarding agencies.

There shall be no discrimination in determining the amount charged for services rendered.

Reductions granted in accordance with commercial usage on the basis of the volume of services rendered or the nature of the cargo shall not be regarded as discrimination.

STATISTICS OF THE DANUBE PORTS

- There are 75 ports and 198 terminals on the Danube, including ports with significant international meaning/AGN-46 ports
- In 2018, Danube ports had a cargo turnover of over 75 million tons
- 18 ports had a cargo turnover of over 1 million tons.
- Izmail-4.7 mill.tons
- Galatz-4.35 mill.tons
- Smedevo-3.56 mill.tons (the fastest growing port on the Danube)
- Linz-3.05 mill.tones

NEW CIRCUMSTANCES

- TEN-T Policy-EC wants to see a fully multimodal Rhine Danube Corridor by 2030/Inland ports an engine for growth/Rhine-Danube Core Network Corridor
- Target EU funding-CEF support – ports Giurgiu and Galati/HORIZON 2020-innovation in ports/EIB – Serbian ports
- DTP project contribution (DAPhNE – DPN and ENERGY Barge)
- Different ownership and management models (port authorities and terminals within ports)
- Modern companies as terminal manager/partner: Rhenus Logistics, P&O Ports, HBIS, Zijin Bor Copper, US Steel, Arcelor Mittal, ISD Dunaferr, Voestalpine.

THE MAIN CHALLENGES IN THE NEXT PERIOD

- Need for ports to adapt to new requirements
- Connect ports to the Trans-European network (TEN-T)
- Corporatization of port authorities/Human capacity in ports
- PPP model in scope of investment in ports/landlord port model
- New market possibilities
- Modernize port services/port digitalization
- Attract investment to ports-Concept of hybrid logistic zones
- Raise the environmental profile of ports

THE MAIN WEAKNESSES

- Low utilization of the available capacities
- Quality road and rail connections of ports with the rest of the network
- Need of substantial upgrade of their old infrastructure and superstructure
- Insufficient lobbying for interests of Danube ports
- Persisting navigation hindrances along the Danube
- Overall economic situation in Southeast Europe
- Fierce competition of road and rail

THE MAIN WEAKNESSES

- Sectors feeding the industrial and commercial sectors along the Danube directly from nearby seaports of Koper, Rijeka, Trieste and even from the farther ports in the Northwest Europe like Rotterdam, Amsterdam, Antwerp, Hamburg and other ports
- Volatility of the market
- Skilled labor in port business, both on operational and managerial level

DC ROLE IN DANUBE PORTS

KEY FUNCTIONS:

- Efficient transshipment nodes
- Role in transport network and local/regional economy
- Role in multimodal transport chain
- Interface between long distance transport

DC ROLE IN DANUBE PORTS

THREE PILLARS:

- Policy activities
- Project activities
- Service activities

Vision for activities over the next three years and contribution to the concept: "Center of Competence for Danube Navigation“

DC ROLE IN DANUBE PORTS

POLICY ACTIVITIES

- Contribution to EUSDR PA1a-WG 2 Ports & sustainable freight transport
- Contribution to Danube Ports Network platform-DAPHNE
- Platform for multimodality and logistics in inland ports
- Development of new business model and new business opportunities for Danube ports: renewable energy sources (biomass, biogas, biooil), recycling industry, big mechanical parts, LNG as cargo, container services, etc
- Potential integration of Danube ports into global initiatives (like One Belt One Road Initiative, Three Seas Initiative)

DC ROLE IN DANUBE PORTS

POLICY ACTIVITIES

- Contribution and active role in process of amending the Combined Transport Directive 92/106 at the EU level, 2019/2020
- Contribution and active role in process of EU regulations on electronic freight transport information (eFTI), 2019/2020 – Participation in EC-Digital Transport and Logistics Forum (DTLF)
- Contribution to resolving the dispute between Romania in Ukraine
- Contribution to preparation Rhine Danube Working plans

DC ROLE IN DANUBE PORTS

POLICY ACTIVITIES

- DC Secretariat initiative from 2018: Integration of transport on the Danube (navigation) into international logistics chains is cooperation with international development finance organizations, which refers to economic development issue in order to prepare study with aim how to create conditions for increase cargo volume transport on the Danube.
- Development of the concept of the Short Sea Shipping (SSS) system between the ports of the Black Sea and the Danube

DC ROLE IN DANUBE PORTS

PROJECT ACTIVITIES:

- Contribution to sustainability of DAPHNE project
- New project DTP 3- Integrating Danube Region into Smart & Sustainable Multi-modal & Intermodal Transport Chains – DIONYSUS (DC as project partner, final/addition application up to 25 November 2019, possible start of project April 2020)
- Development of a logistic concept for the Danube Region: Budapest, Zagreb and Bratislava-possible cooperation with EIB/JASPERS
- New initiatives

DC ROLE IN DANUBE PORTS

SERVICE ACTIVITIES:

- Potential cooperation with UNCTAD-Port management education model for DC member states
- Album of ports-improve activities and horizontal cooperation
- Improvement of the concept, updating and expansion of port statistics in cooperation with member states of DC
- The Danube ports CSR Award by Danube Commission/biannual process
- Contribution to development of centers for the promotion of the Danube logistics-DANUBE SKILLS

DC ROLE IN DANUBE PORTS

SERVICE ACTIVITIES:

- Development of logistics services in multimodal transport to enable full-service provision in door-to-door delivery of containers (like Contargo - trimodal network on the Rhine or RPIS – Rhein Ports Information System)

MULTYMODALITY ON THE DANUBE-one of best practice

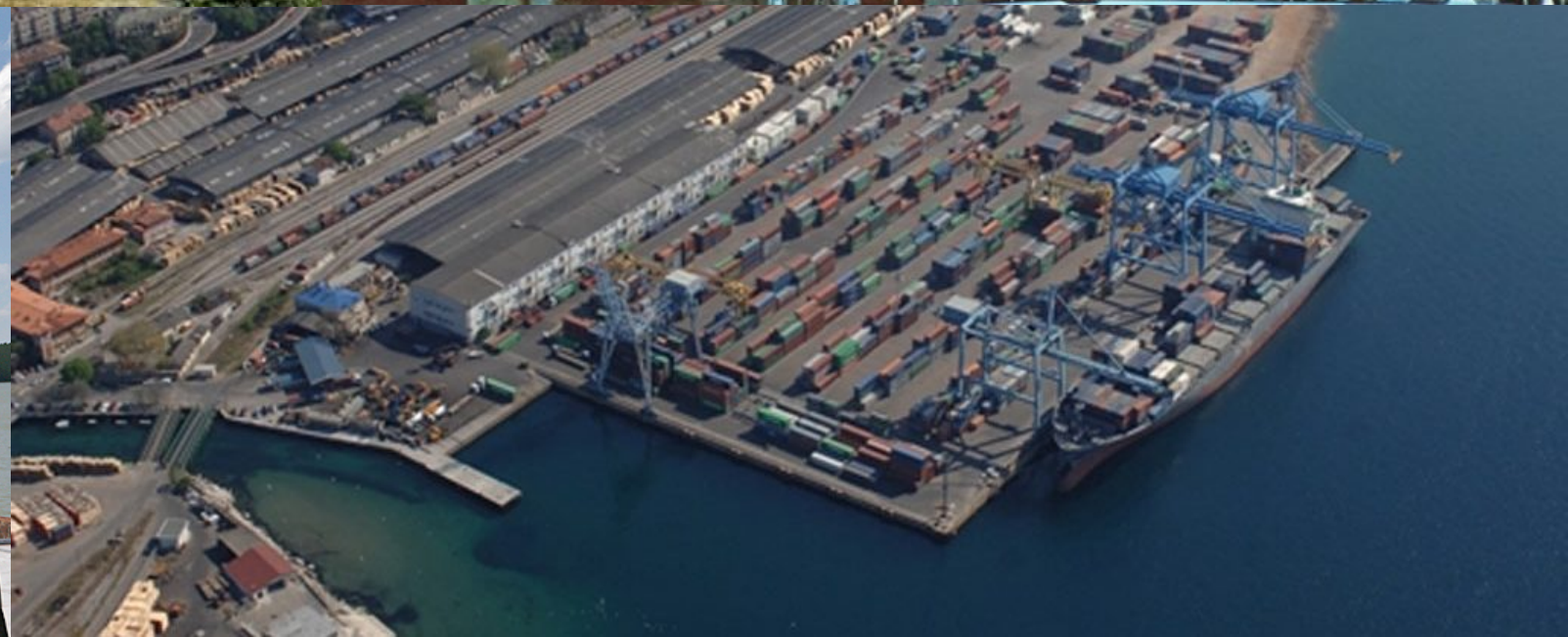
- CARGO: Steel products
- SOURCE AND DESTINATION: Linz(Austria)-Moerdijk (Netherlands)-oversees countries
- TYPE OF TRANSPORT: Inland vessels, maritime vessels, truck and railway
- CAPACITY: transport of 500,000 tons of steel annually
- TRANSHIPMENT: Gantry crane max. capacity 35 tons (port Linz)
- FINAL CUSTOMERS: USA, Singapore, Brazil, India

Port of Linz
Austria

Port of Moerdijk - Netherlands

Port of Smederevo Serbia

(the fastest growing port on the Danube)



Thank you for your attention!

Dejan Trifunovic, MSc, MBA, MCMI

Counsellor

Secretariat of the Danube Commission
secretariat@danubecom-intern.org
H-1068 Budapest
Benczur utca 25

Engineering is the art of modelling materials we do not wholly understand, into shapes we cannot precisely analyze so as to withstand forces we cannot properly assess, in such a way that the public has no reason to suspect the extent of our ignorance.

Dr AR Dykes