

Activity of the Danube ports in 2018 **(based on the Study provided by SE “USPA” for** **Danube Commission)**

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The Ukrainian Sea Ports Authority (USPA) is one of the largest state enterprises, which has strategic importance for the economy and security of Ukraine.

General specialization of Ukrainian ports on Danube river by types of cargo


Port name	General cargo	Bulk cargo	Liquid cargo	RO-RO
Izmail port	+	+	+	-
Reni port	+	+	+	+
Ust Dunaisk port	+	+	+	-

Founded in **2013** as a result of the maritime industry reform of Ukraine to manage state property in the seports USPA manages **13 ports**, including **ports on Danube: Izmail, Ust-Dunaisk and Reni**

Izmail

Ust-Dunaisk

Reni

 Ports` project capacity
24 mln. tons/per year



Terminal operators

6

2

9

Types of cargo

17

3

8

Terminals

24 (2,5 km)

1 (0,15 km)

32 (3,5 km)

Cargo turnover of 2018

4,7 mln. tons

0,05 mln. tons

1,3 mln. tons

Passenger turnover of 2018

—

5 338 passengers

—

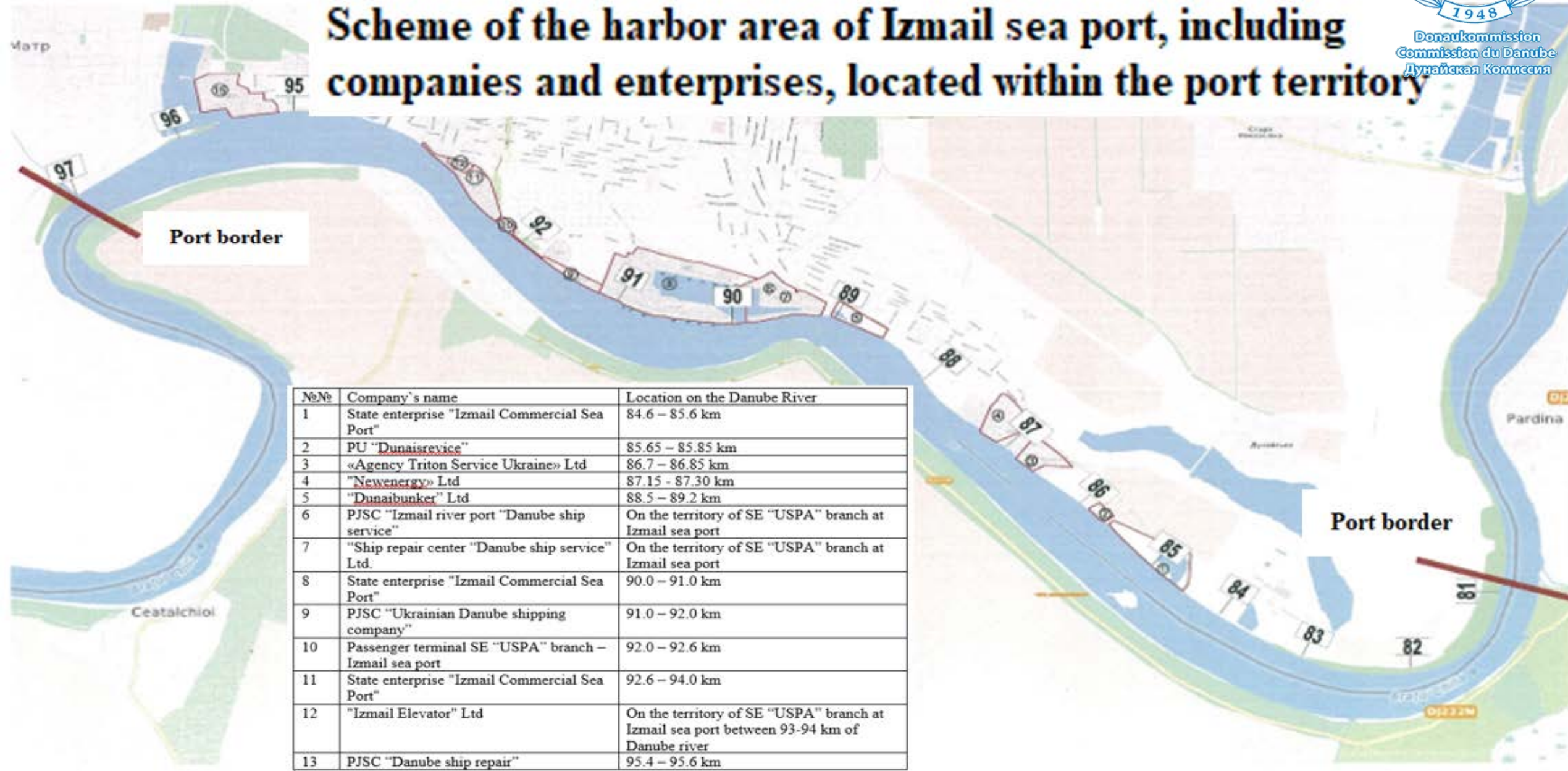
Total capacity, mln. tons/per year

8

1

15

Scheme of the harbor area of Izmail sea port, including companies and enterprises, located within the port territory



The port can accept vessels:



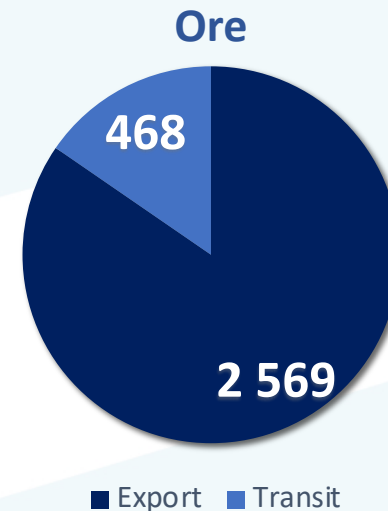
The draft of vessels is limited by navigable depths of the Sulina canal and the Bystrii canal in the Ukrainian section of the Danube River.

Berths

The port has **24** berths with a total length of **2,619** m.

Depth at the berth wall – from **3,5** to **7,5** m

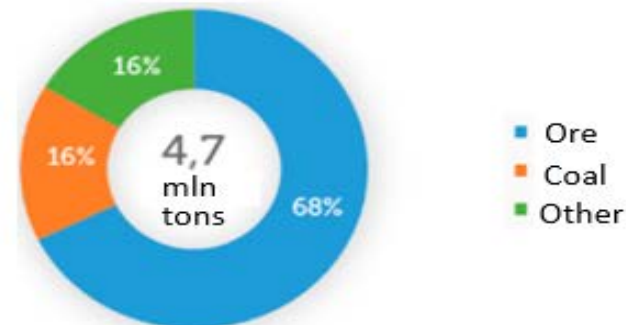
Cargo turnover in 2017, ths. tons



Cargo turnover in Ukrainian ports in 2018



Izmail port turnover in 2018



Main cargo flow is constituted by the following types of cargo:



bulk cargoes (coal, ore cargoes);

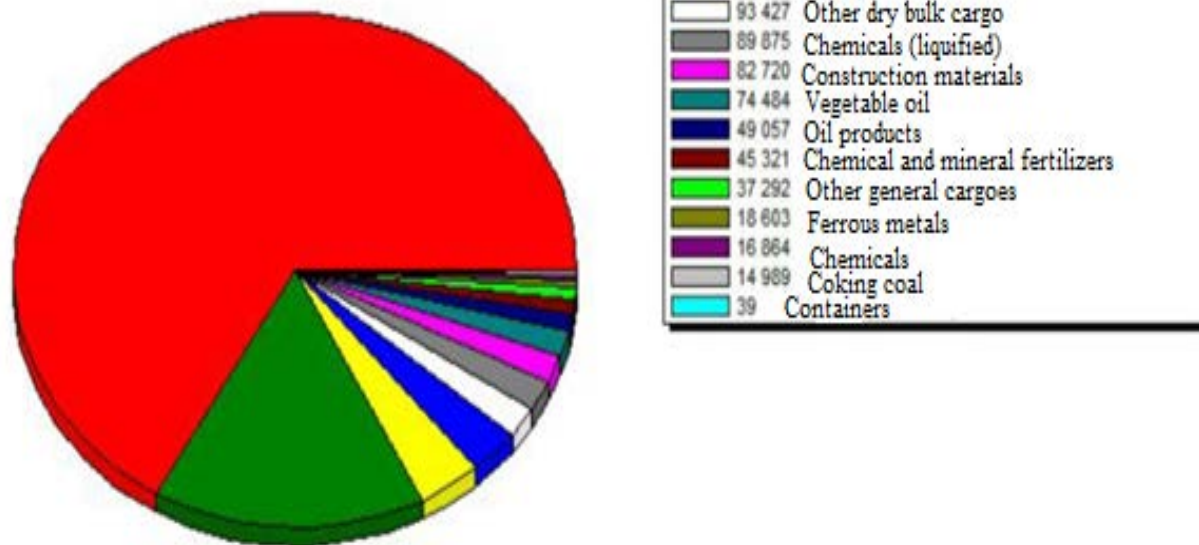


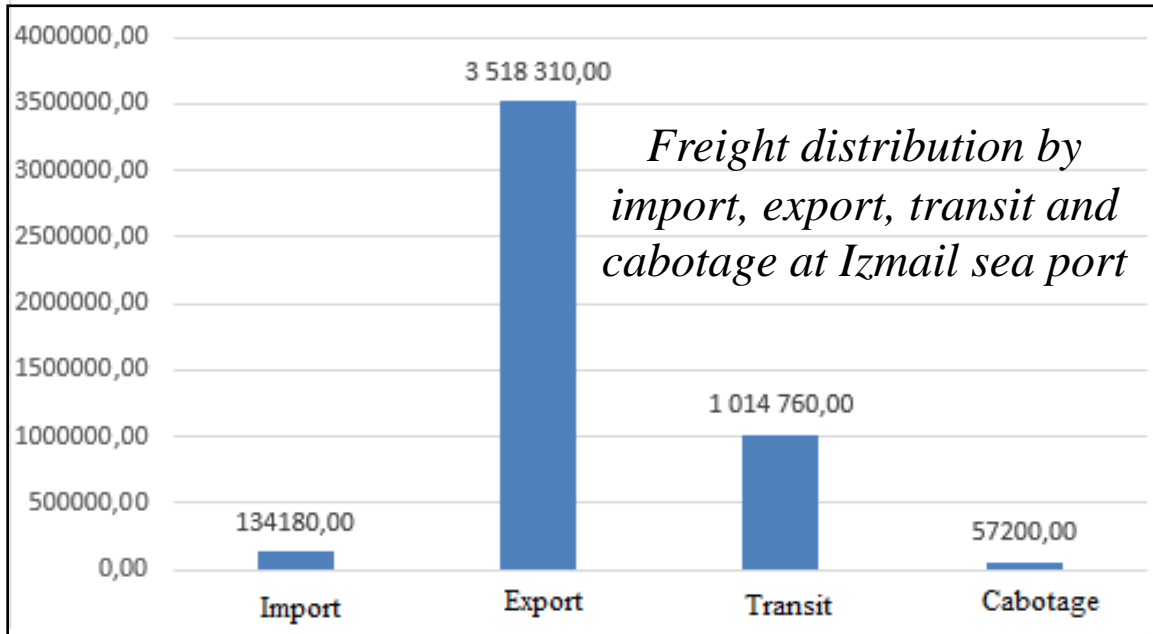
bulk (grain and food cargoes);



liquid bulk (oil, gases).

Freight distribution of Izmail sea port by type of cargo in 2018





Romania - the largest share of import in 2018 (76.9%)

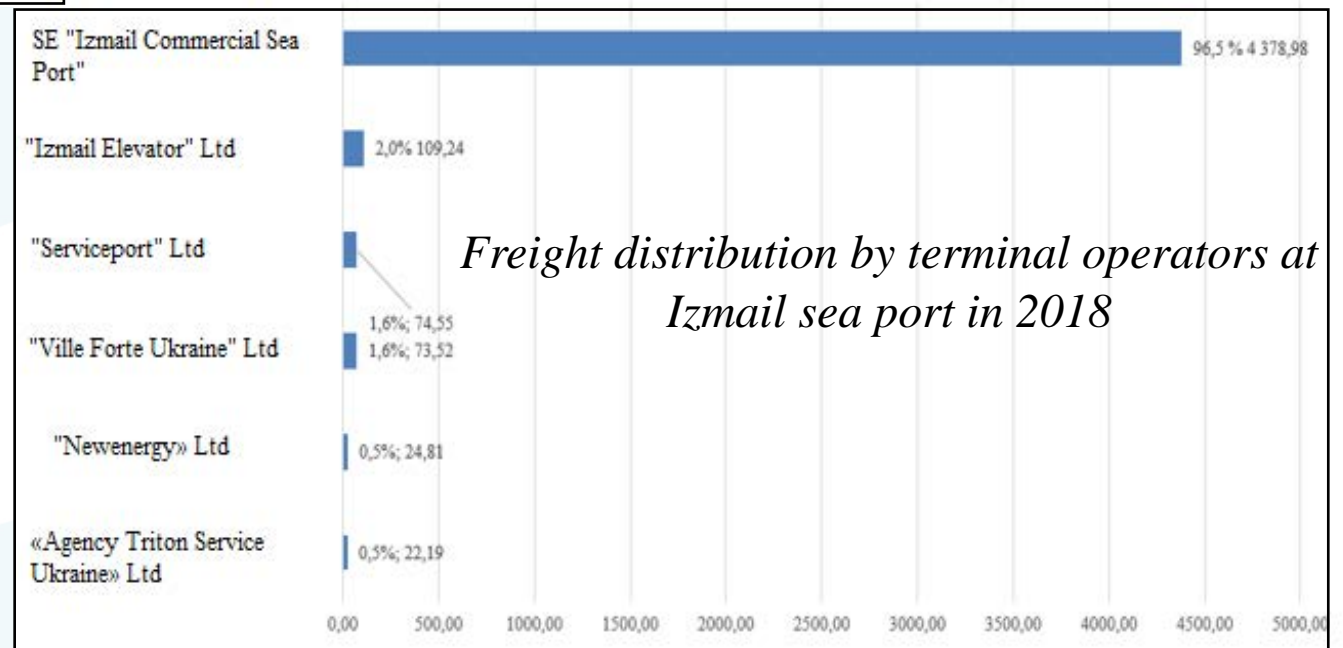


Serbia – the largest share of export in 2018 (53.9%)



Import: construction materials (82,720 tons), chemical goods and oil products (18,079 tons)

Export: ore (1,868,522 tons) and ferrous metals (32,676 tons)



The traditional cargo for the Izmail port is the ore produced by the Poltava Mining and Processing Plant, the Kryvyi Rih Iron Ore Plant, the Zaporizhzhya Iron Ore Plant, whose exports in 2018 amounted to 3,056 thousand tons in the following countries:

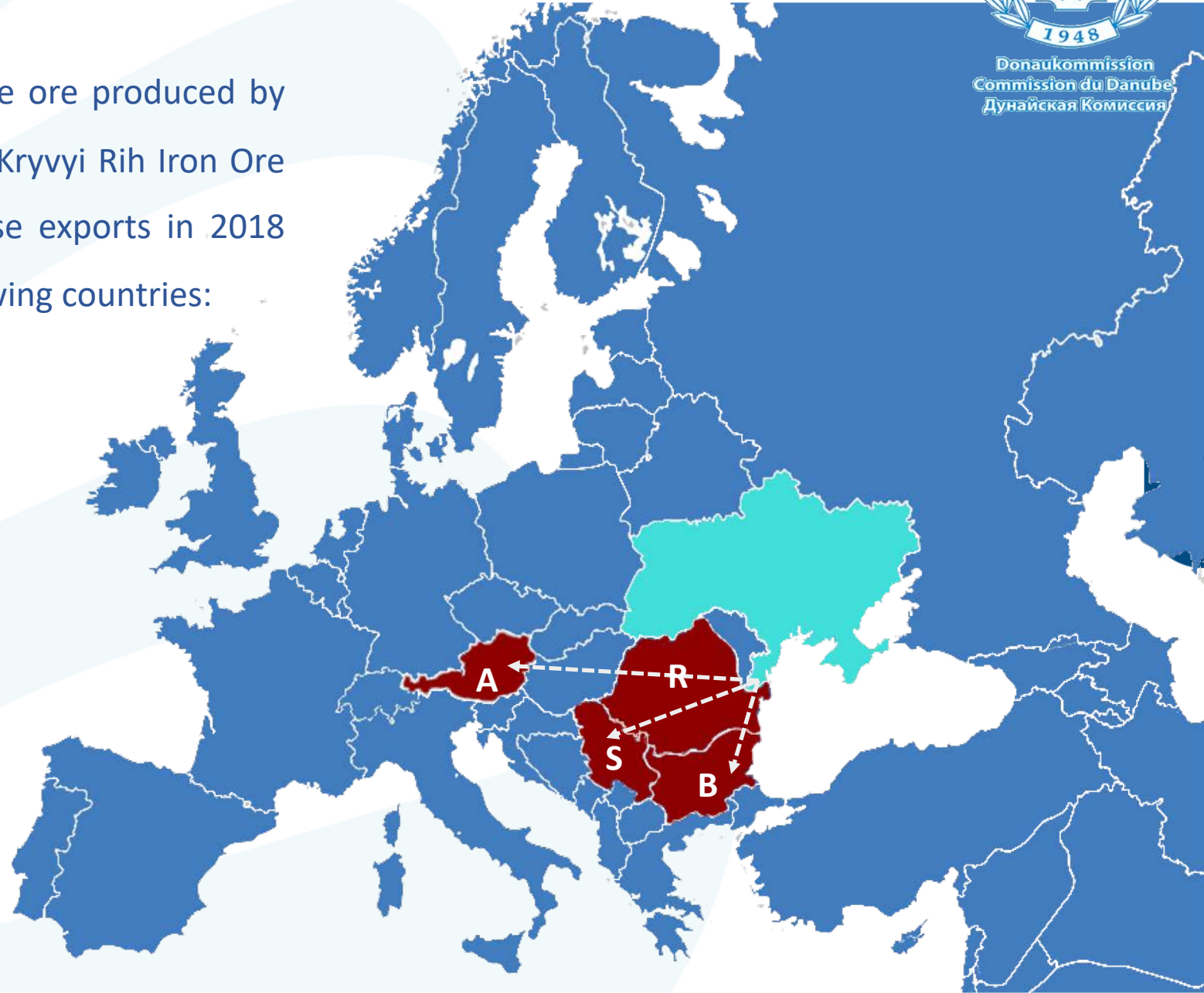
Serbia – 1 868,5 ths. tons

Austria – 797,27 ths. tons

Romania – 149,4 ths. tons

Hungary – 238,75 ths. tons

Bulgaria – 2,61 ths. tons



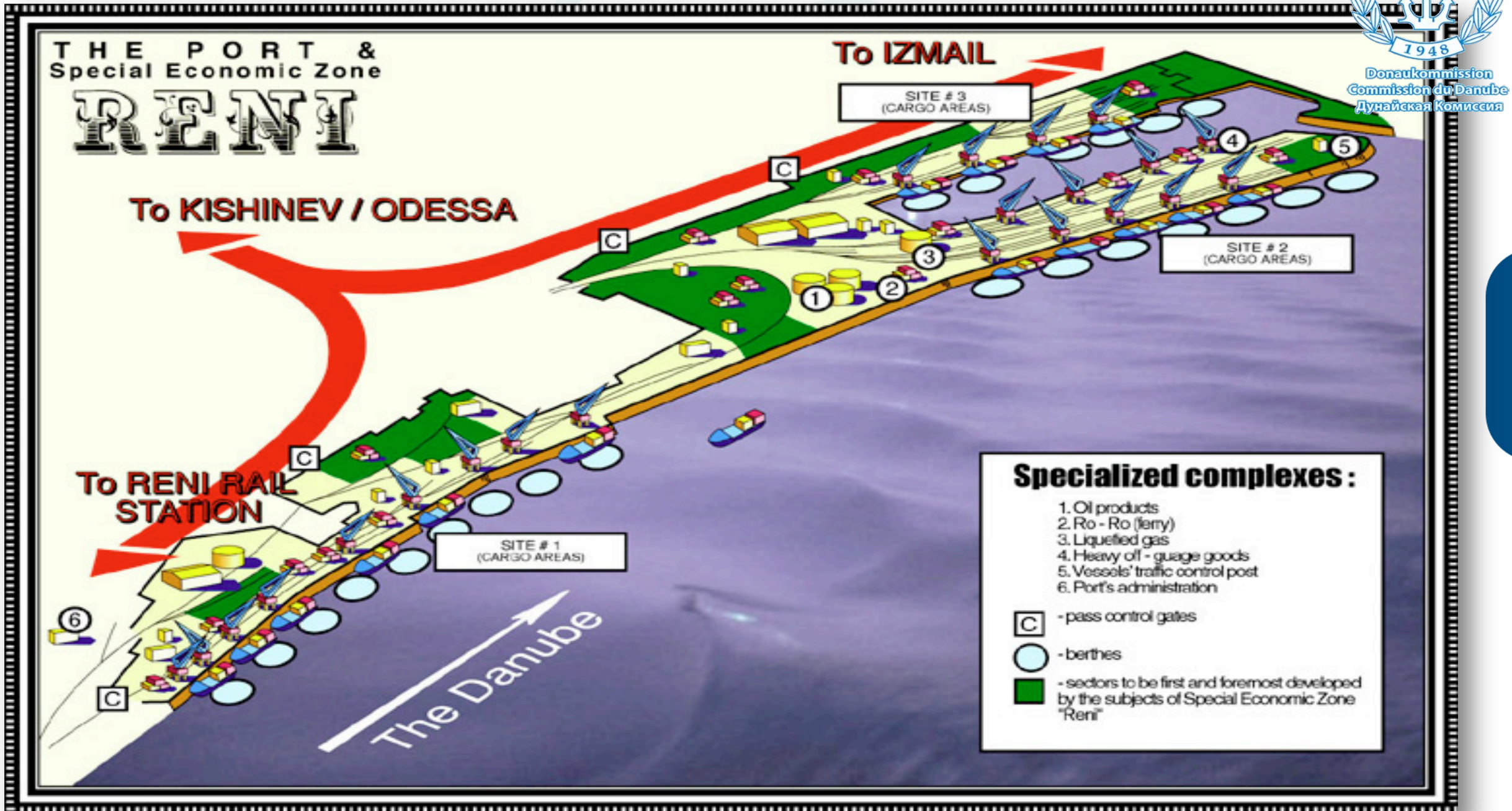
Taking into account the availability of iron ore handling facilities at the Izmil seaport and the sufficient volumes of iron ore production in Ukraine, we offer to consider the possibility of **concession** or **privatization** of a stevedoring company “Izmil Commercial Sea Port”, which will provide:

► Supply chain security

► Reduced costs of logistics

► Provision of uninterrupted supply of raw materials to the HBIS plants in Europe





Total port
area
94,36
hectares



Berths` total
length
3 927 km



13,6 km
Lengths of
railways

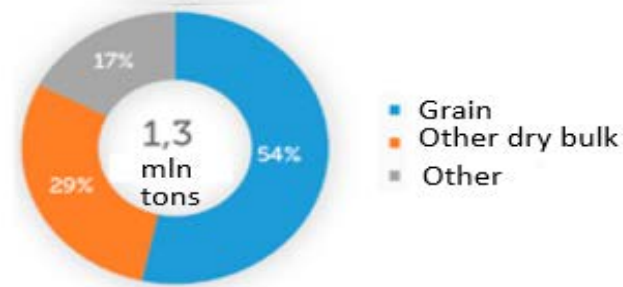


6,1 км
Lengths of
roads

Cargo turnover in Ukrainian ports in 2018



Reni port turnover in 2018



Main cargo flow is constituted by the following types of cargo:

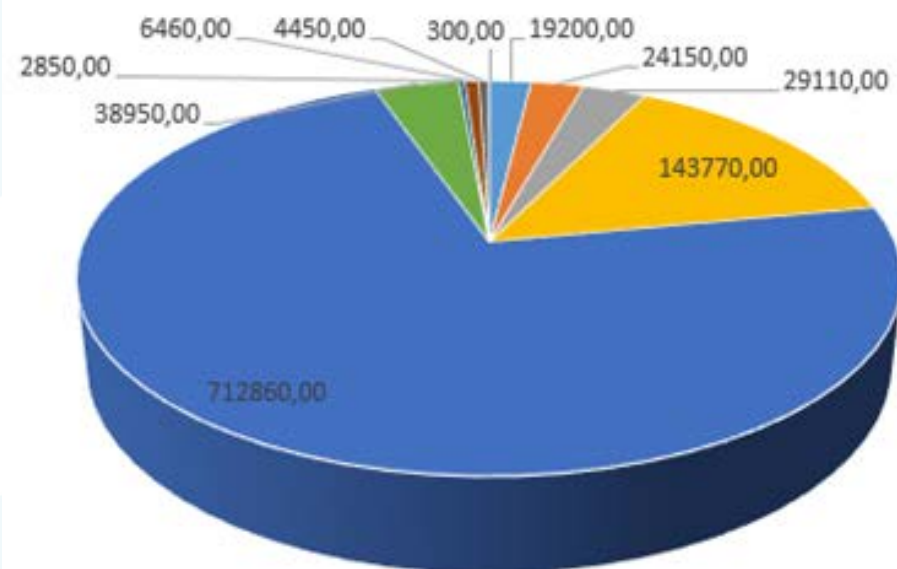


bulk cargoes (grain);

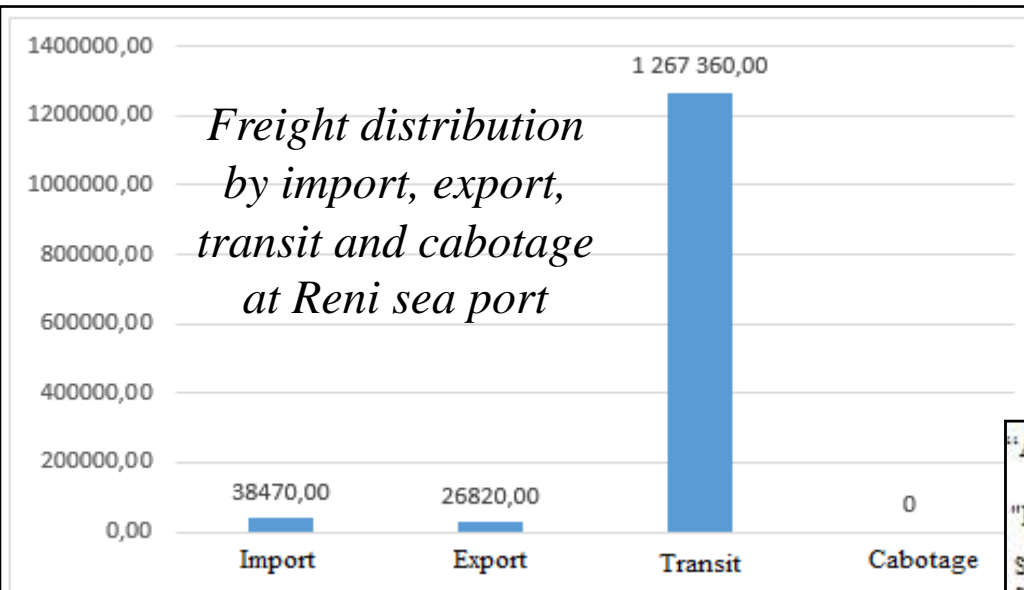


other dry bulk (fertilizers).

Freight distribution of Reni sea port by type of cargo in 2018

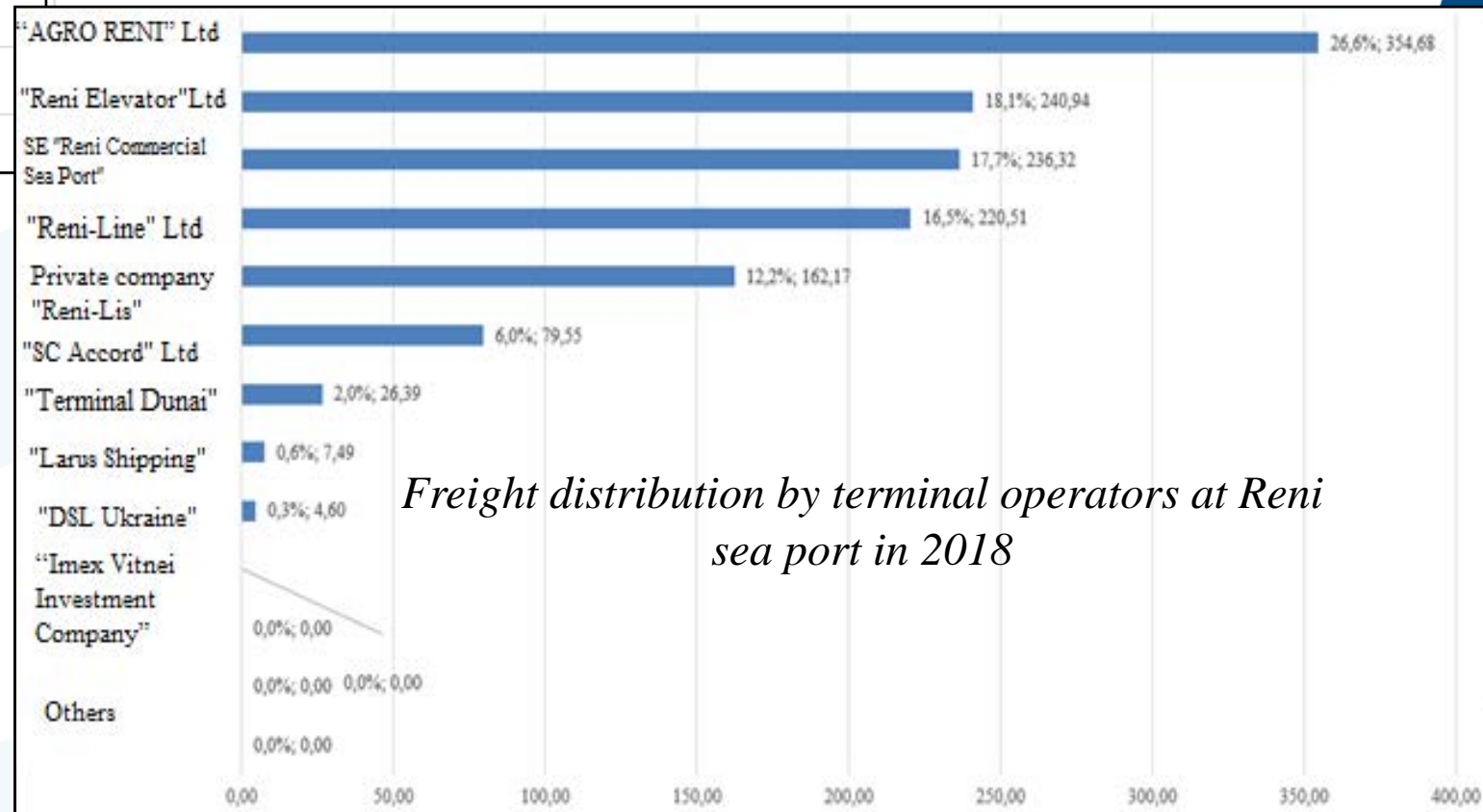


- Oil products 19200 tons
- Building materials - 29110 tons
- Grain - 712860 tons
- Timber - 2850 tons
- Chemical and mineral fertilizers - 4450 tons
- Chemicals - 24150 tons
- Fertilizers - 143770 tons
- Other dry bulk cargoes - 389500 tons
- Ferrous metals - 6460 tons
- Other general cargoes - 300 tons



95.1% of the total cargo volume of the port's turnover in 2018 is **transit grain cargo**

 **Moldova** – the largest share of transit (86.6%) in 2018 to the Black Sea and Mediterranean basins countries, to the Danube countries (Bulgaria, Romania, Serbia), to North Africa (Tunisia, Morocco, Libya) and the east.



Areas of Priority Development

- 1. Territory of the sea section of the ferry complex
- 2. Territory of the river section of the ferry complex
- 3. Territory of the repair and construction site (RCS)
- 4. Territory of port workshops
- 5. Territory 3 of the cargo area
- 6. Territory of the fleet maintenance base (FMB)

The area of the territory is 94.36 hectares.

The length of the berthing line is 3 927 m.





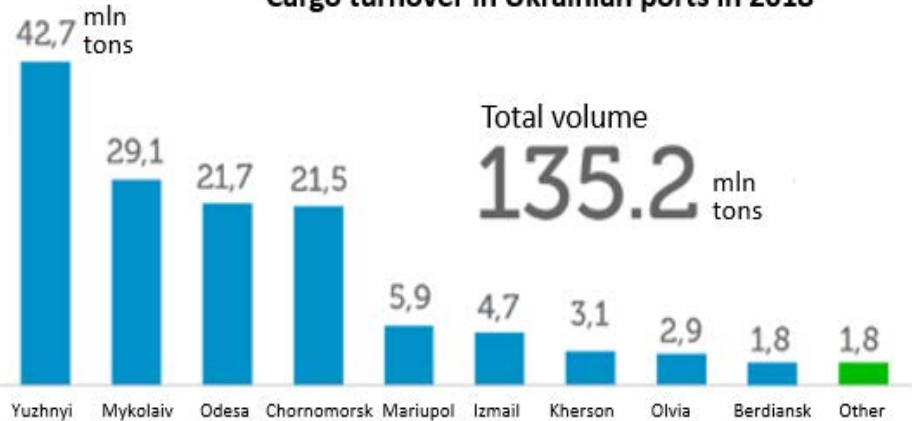


USPA

Ust-Dunaisk Seaport: cargo turnover 2018

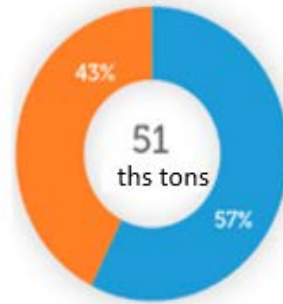


Cargo turnover in Ukrainian ports in 2018

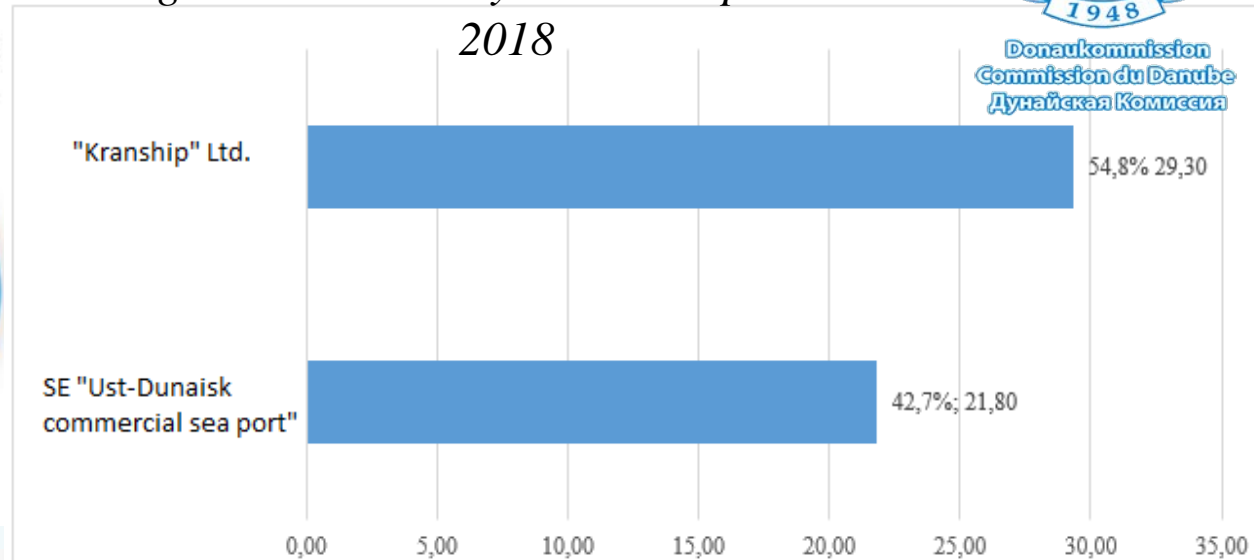


Total volume
135.2 mln tons

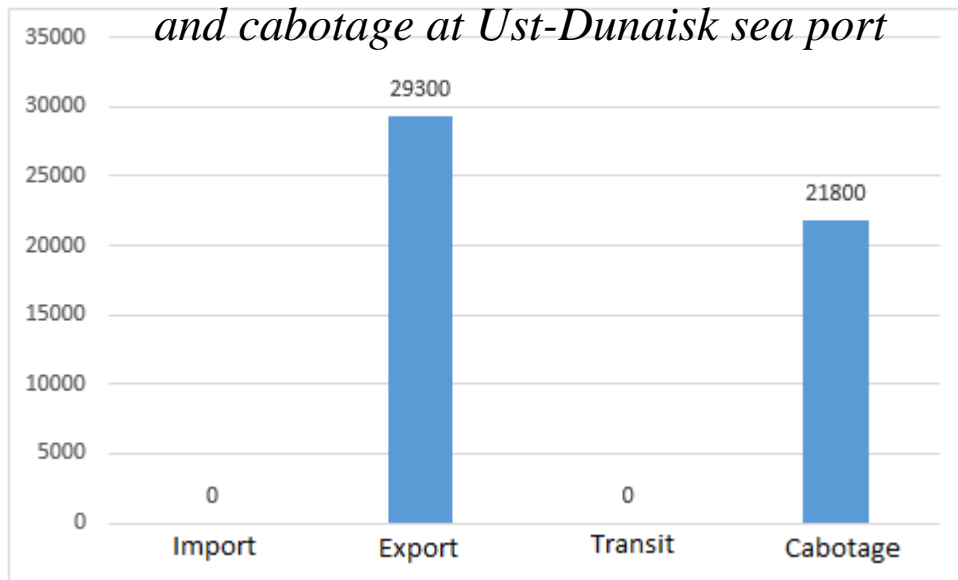
Ust-Dunaisk port turnover in 2018



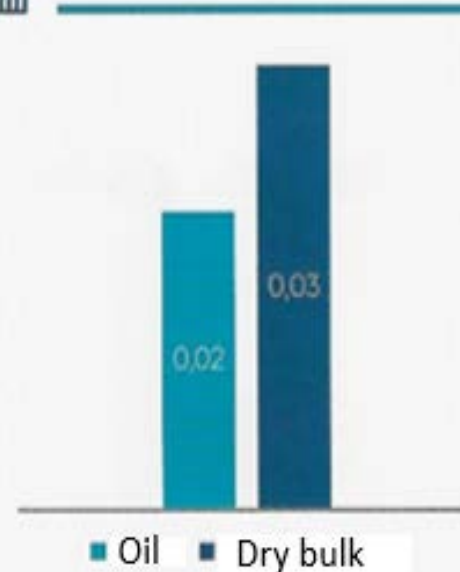
Freight distribution by terminal operators in 2018



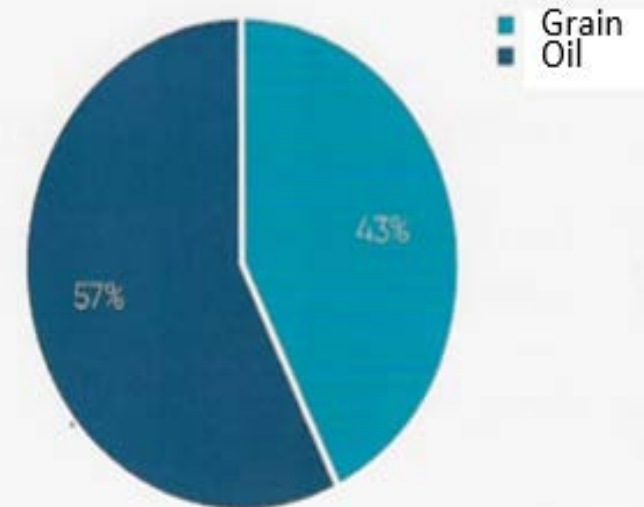
Freight distribution by import, export, transit and cabotage at Ust-Dunaisk sea port



Turnover statistics, mln. tons

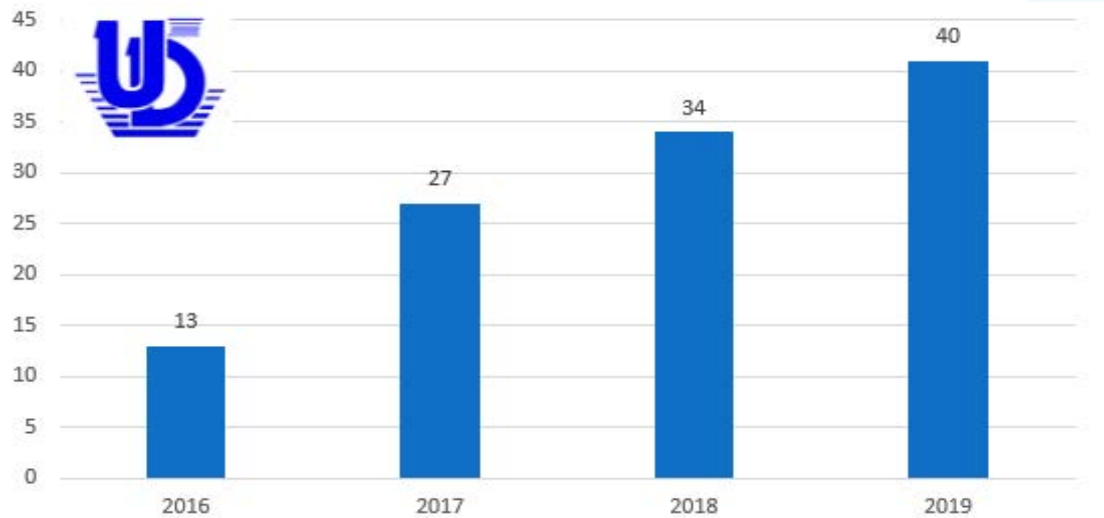


Main types of cargo

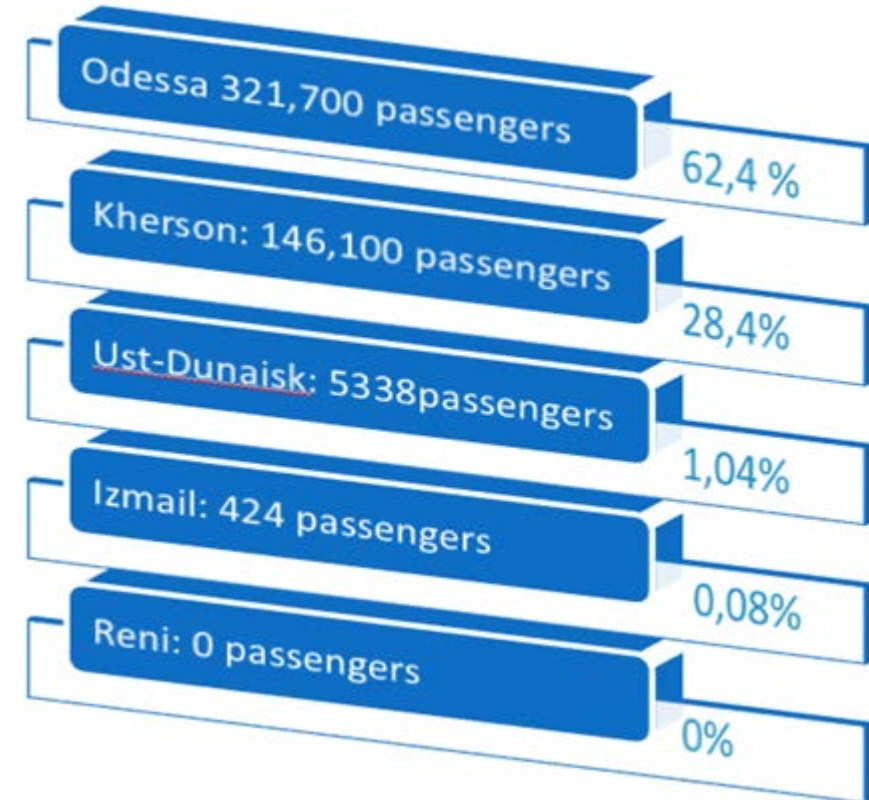
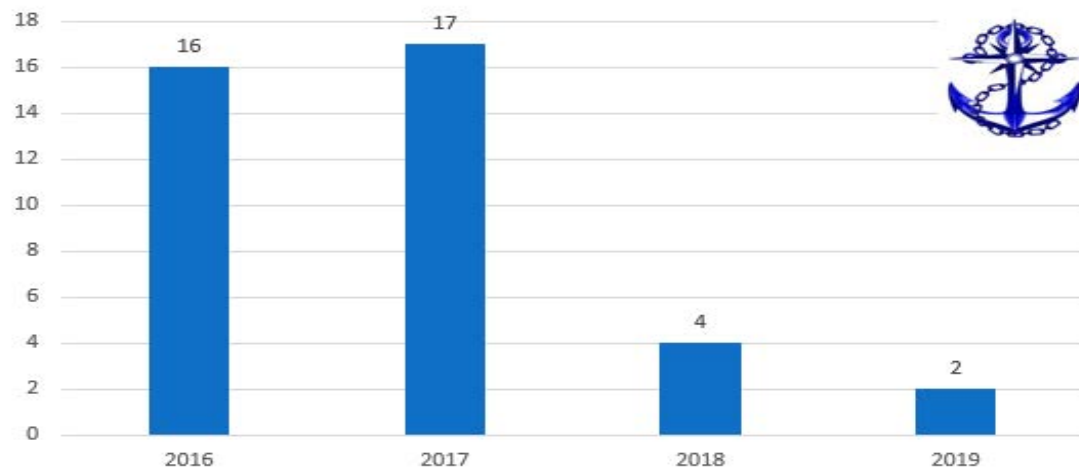




Number of passenger ships` calls at Ust-Dunaisk sea port



Number of passenger ships` calls at Izmail sea port



Total of 2018: 515 593 passengers

Danube ports and development projects in 2018 - 2019: depth controlling and infrastructure modernization

Днопоглиблення Dredging works

- Capacity – 120 ths. tons/per year
- Operated since 2017
- In 2018 volume of liquefied chemicals handling increased in 7,5 times

Development of cruise traffic in Danube region

- Provision of navigation safety at Ukrainian part of Danube delta and enhancement of Danube port ports` performance
 - Izmail: in 2019 maintenance dredging works had been finished in volume of around – 190 ths. m³
 - Deep-Water Navigation Channel «Danube-Black sea» - maintenance work and ecological monitoring

LPG-terminal construction at Izmail sea port

- Number of passengers at Ust-Dunaisk port at 2016-2018 increased in 2,4 times – up to 5 338 passengers
- Capital renovation of passenger terminal had been finished in 2018

Perspectives of future development of ports and state enterprises of Danube region



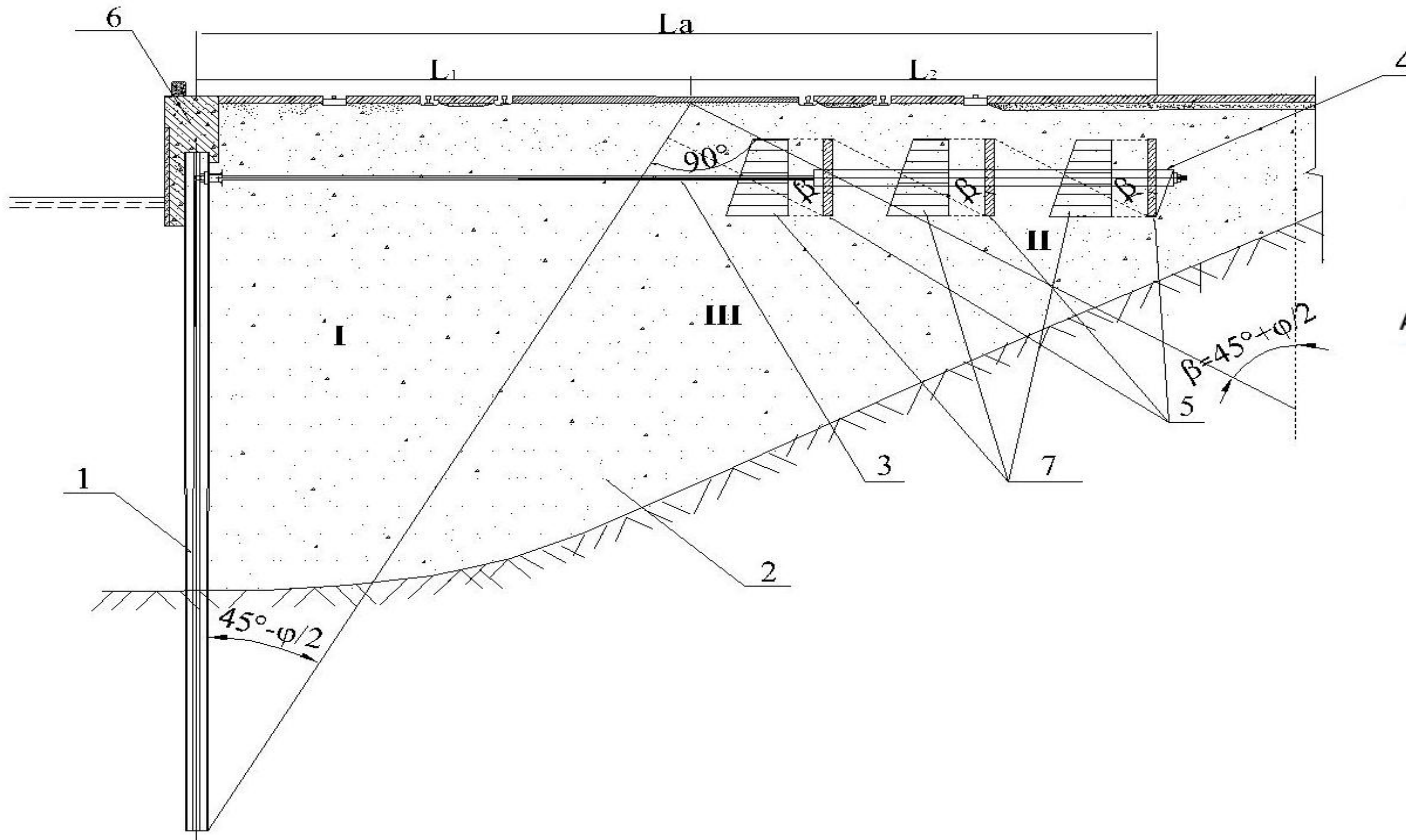
Development of port capacities and attraction of new types of cargo

- Reconstruction of Deep-Water Navigation Channel «Danube-Black sea» - passage of seagoing vessels at Ukrainian part of Danube delta (through Bystre, Starostambuls`ke, Chilia arms), realization of Espo Convention requirements.
- Increment of warehouses capacity for grain cargo at special economic zone of Reni sea port
- Inclusion of Ukrainian ports on Danube into logistics chain of New Silk Road

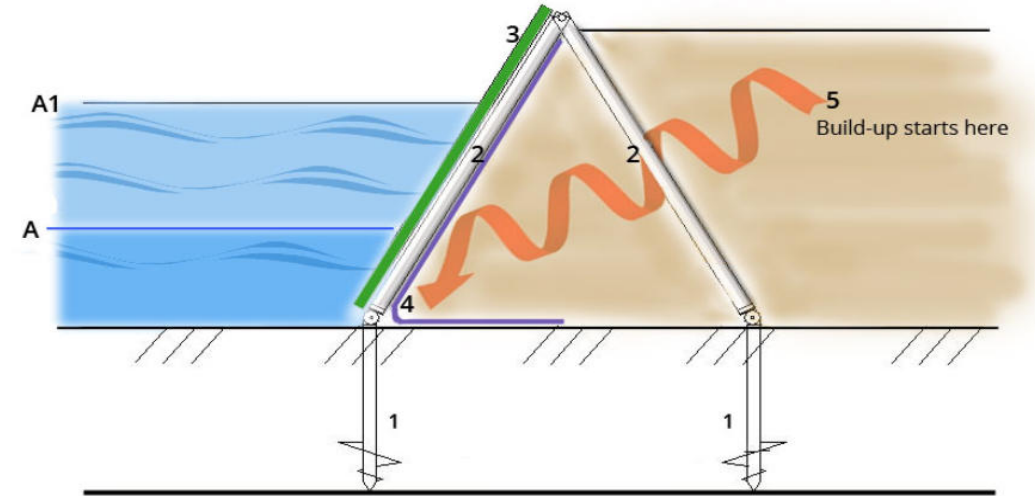
Development of passenger traffic

- Inclusion of Reni and Izmail sea ports into routes of river international cruise lines Austria – Romania - Ukraine according to TEN-T network
- Rehabilitation of national routes Dnieper - Danube
- Development of ferry connection between Romania and Ukraine





Sheet pile quay wall with anchor bearers of a “comb” type: 1 – sheet piling; 2 – sand filling behind the wall; 3 – tie-rod; 4 – metal core; 5 – anchor plates; 6 – concrete superstructure; 7 – diagrams of soil pressure.



Greenstick structure: 1 – screw pile Greenstick; 2 – inclined part of pile; 3 – composite panel; 4 – membrane; 5 – dredging soil or sand filling; A, A1 – water levels.

Thank you for attention!
