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

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«Ukrainian sea ports authority»
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

<table>
<thead>
<tr>
<th>Port name</th>
<th>General cargo</th>
<th>Bulk cargo</th>
<th>Liquid cargo</th>
<th>RO-RO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Izmail port</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>-</td>
</tr>
<tr>
<td>Reni port</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Ust Dunaisk port</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>-</td>
</tr>
</tbody>
</table>

Founded in 2013 as a result of the maritime industry reform of Ukraine to manage state property in the seaports USPA manages 13 ports, including **ports on Danube: Izmail, Ust-Dunaisk and Reni**.
<table>
<thead>
<tr>
<th></th>
<th>Izmail</th>
<th>Ust-Dunaisk</th>
<th>Reni</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Terminal operators</strong></td>
<td>6</td>
<td>2</td>
<td>9</td>
</tr>
<tr>
<td><strong>Types of cargo</strong></td>
<td>17</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td><strong>Terminals</strong></td>
<td>24 (2,5 km)</td>
<td>1 (0,15 km)</td>
<td>32 (3,5 km)</td>
</tr>
<tr>
<td><strong>Cargo turnover of 2018</strong></td>
<td>4,7 mln. tons</td>
<td>0,05 mln. tons</td>
<td>1,3 mln. tons</td>
</tr>
<tr>
<td><strong>Passenger turnover of 2018</strong></td>
<td>–</td>
<td>5 338 passengers</td>
<td>–</td>
</tr>
<tr>
<td><strong>Total capacity, mln. tons/per year</strong></td>
<td>8</td>
<td>1</td>
<td>15</td>
</tr>
</tbody>
</table>
Scheme of the harbor area of Izmail sea port, including companies and enterprizes, located within the port territory.

<table>
<thead>
<tr>
<th>№№</th>
<th>Company’s name</th>
<th>Location on the Danube River</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>State enterprise “Izmail Commercial Sea Port”</td>
<td>84.6 – 85.6 km</td>
</tr>
<tr>
<td>2</td>
<td>PU “Dunavservice”</td>
<td>85.63 – 85.83 km</td>
</tr>
<tr>
<td>3</td>
<td>“Agency Triton Service Ukraine” Ltd</td>
<td>86.7 – 86.85 km</td>
</tr>
<tr>
<td>4</td>
<td>“Neonav” Ltd</td>
<td>87.15 – 87.30 km</td>
</tr>
<tr>
<td>5</td>
<td>“Dunathingk” Ltd</td>
<td>88.5 – 89.2 km</td>
</tr>
<tr>
<td>6</td>
<td>PJSC “Izmail river port “Danube ship service”</td>
<td>On the territory of SE “USPA” branch at Izmail sea port</td>
</tr>
<tr>
<td>7</td>
<td>“Ship repair center “Danube ship service” Ltd.</td>
<td>On the territory of SE “USPA” branch at Izmail sea port</td>
</tr>
<tr>
<td>8</td>
<td>State enterprise “Izmail Commercial Sea Port”</td>
<td>90.0 – 91.0 km</td>
</tr>
<tr>
<td>9</td>
<td>PJSC “Ukrainian Danube shipping company”</td>
<td>91.0 – 92.0 km</td>
</tr>
<tr>
<td>10</td>
<td>Passenger terminal SE “USPA” branch – Izmail sea port</td>
<td>92.0 – 92.6 km</td>
</tr>
<tr>
<td>11</td>
<td>State enterprise “Izmail Commercial Sea Port”</td>
<td>92.6 – 94.0 km</td>
</tr>
<tr>
<td>12</td>
<td>“Izmail Elevator” Ltd</td>
<td>On the territory of SE “USPA” branch at Izmail sea port between 93-94 km of Danube river</td>
</tr>
<tr>
<td>13</td>
<td>PJSC “Danube ship repair”</td>
<td>95.4 – 95.6 km</td>
</tr>
</tbody>
</table>
The draft of vessels is limited by navigable depths of the Sulina canal and the Bystryi canal in the Ukrainian section of the Danube River.

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

<table>
<thead>
<tr>
<th></th>
<th>Ore</th>
<th>Coal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Export</td>
<td>468</td>
<td></td>
</tr>
<tr>
<td>Transit</td>
<td>2,569</td>
<td>957</td>
</tr>
</tbody>
</table>

The port can accept vessels:

- Width 30 m
- Length < 150 m
- Draft 7 m
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 by import, export, transit and cabotage at Izmail sea port

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)
Export of ore at Izmail sea port

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 Izmail 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 “Izmail 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
Reni Seaport: main characteristics

- **Total port area**: 94,36 hectares
- **Berths’ total length**: 3,927 km
- **Lengths of railways**: 13,6 km
- **Lengths of roads**: 6,1 km
Main cargo flow is constituted by the following types of cargo:

- bulk cargoes (grain);
- other dry bulk (fertilizers).
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.

95.1% of the total cargo volume of the port`s turnover in 2018 is **transit grain cargo**
Reni Seaport: Special Economic Zone

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.
Ust-Dunaisk Seaport: cargo turnover 2018

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

Freight distribution by terminal operators in 2018

Ust-Dunaisk port turnover in 2018

Total volume 135.2 mln tons

"Kranship" Ltd.
43%
51 ths tons

SE "Ust-Dunaisk commercial sea port"
57%
57 ths tons

Turnover statistics, mln. tons

Main types of cargo

Grain
Oil
Dry bulk

43%
Passenger turnover of Danube ports in 2018

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

- 2015: 13
- 2017: 27
- 2018: 34
- 2019: 40

Total of 2018: 515 593 passengers

Number of passenger ships’ calls at Izmail sea port

- 2016: 16
- 2017: 17
- 2018: 4
- 2019: 2

Passenger turnover of Danube ports in 2018

- Odessa: 321,700 passengers (62.4%)
- Kherson: 146,100 passengers (28.4%)
- Ust-Dunaisk: 5338 passengers (1.04%)
- Izmail: 424 passengers (0.08%)
- Reni: 0 passengers (0%)

Total of 2018: 515 593 passengers
### Infrastructure development projects

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

<table>
<thead>
<tr>
<th>Dredging works</th>
<th>LPG-terminal construction at Izmail sea port</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Capacity – <strong>120</strong> ths. tons/per year</td>
<td>- Number of passengers at Ust-Dunaiisk port at 2016-2018 increased in <strong>2,4</strong> times – up to <strong>5 338</strong> passengers</td>
</tr>
<tr>
<td>- Operated since <strong>2017</strong></td>
<td>- Capital renovation of passenger terminal had been finished in <strong>2018</strong></td>
</tr>
<tr>
<td>- In 2018 volume of liquefied chemicals handling increased in <strong>7,5</strong> times</td>
<td></td>
</tr>
</tbody>
</table>

- 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
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, Starostambul's'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!