



Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission

Austria Bulgaria Croatia Germany Hungary Moldova Romania Russia Serbia Slovakia Ukraine



“Danube solidarity lane” – “Danube information and coordination desk”
“The Corridor Caspian Sea – Black Sea and the Port of Constanta – The way to Europe” (online)
Event organised by Constanta Port Business Association

Manfred Seitz, General Director
Secretariat of the Danube Commission



Co-financed by the Connecting Europe
Facility of the European Union

Constanta, 7 April 2023



Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission



Co-financed by the Connecting Europe
Facility of the European Union

Course of the presentation

- Support of the Secretariat of the Danube Commission to the EU – UA Solidarity Lanes („Danube Solidarity Lane“)
- Importance of Danube and Danube ports (Facts & Figures)
- Challenges ahead – focus of the work of Danube Solidarity Lane in 2023
- Connecting Danube region with Caspian / Black Sea regions via Constanta / Maritime Danube ports



Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission

Austria Bulgaria Croatia Germany Hungary Moldova Romania Russia Serbia Slovakia Ukraine



Co-financed by the Connecting Europe Facility of the European Union

“Danube Solidarity Lane”

DC supports EC/DG MOVE in implementation of Action Plan for EU-Ukraine Solidarity Lanes to facilitate Ukraine’s agricultural exports and bilateral trade with the EU [COM(2022) 217 final/12 May 2022]

- Embedded in Technical Assistance Agreement between EC and DC
- “Danube Cargo Information and Coordination Desk” since 23 May 2022 – Senior Logistics Advisor Antonio Stoean

Objectives:

- Facilitate existing and new logistics chains by reducing administrative barriers in close cooperation with authorities
- Provide On-site support in identifying opportunities and administrative barriers for UA-EU cargo flows
- Raise political awareness and mobilization of public administrations and private sector

Principles of work:

- Creation of additional operational capacity through alignment of cross-border administration processes and cooperation of national authorities (Ukraine-Romania-Moldova)
- Case by case approach and work with dedicated stakeholders along particular logistics chains
- Close cooperation with relevant public administrations and authorities
- Considering transport, transshipment and storage needs of existing cargo flows for agricultural products in Danube region in order to reduce squeeze out effects
- Intensive cooperation of Secretariat of Danube Commission with EC/DG MOVE (Joint Missions)



Administrative barriers

1. Facilitate arrangements with Border Police, Customs and Port Control at BCPs in Galati and Isaccea: increase the number of inspection teams, reducing waiting times for controls
2. Abolishing Phyto-sanitary controls at borders for transit cargo (grains) coming from Ukraine. Activities carried out in close cooperation with EC DG Move and market stakeholders

Market & authorities

1. Assisting private port operators (Galati) with premises connected to wide-gauge rail in their contact with local and central authorities in obtaining access/permits/licenses for their operations
2. Organise meetings with the Port of Giurgiulesti together with Customs and Moldavian Railway, to facilitate the Ukrainian cargo traffic to/from Ukraine





Market

1. Creating contact lines among different market players: traders, port operators, shipping companies for creating new business lines or improve existing ones in relation with Ukraine
2. Facilitating, advising and solving operational issues on the logistics chains connecting or connected to Ukrainian ports
3. Keeping market players updated with new cargo flows and operations on Black Sea Corridor
4. Tracking market trends and promoting Danube Corridor to attract and increase new transport capacities
5. Advising shipping companies and port operators in connection with cargo flows to/from Ukraine





Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission

Austria Bulgaria Croatia Germany Hungary Moldova Romania Russia Serbia Slovakia Ukraine



Co-financed by the Connecting Europe
Facility of the European Union

Achievements

Facilitating a new container logistics chain for grains

Vessels:

2 River ships and 1 coaster in the loop

Monthly traffic:

Export: 500 TEUs

Import: 150 TEUs + 350 empty TEUs

Cargo:

Export: mainly grains

Import: General cargo and Humanitarian aids

Routes:

Izmail – Constanta – Izmail

Reni – Constanta – Reni

In plan: Giurgiulesti (presently 2 trains/week to Constanta)





Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission

Austria Bulgaria Croatia Germany Hungary Moldova Romania Russia Serbia Slovakia Ukraine



Co-financed by the Connecting Europe
Facility of the European Union

Achievements

Support AFDJ in increasing vessels traffic on Sulina Canal

Statistics:

June 2022: 10-12 movements/day

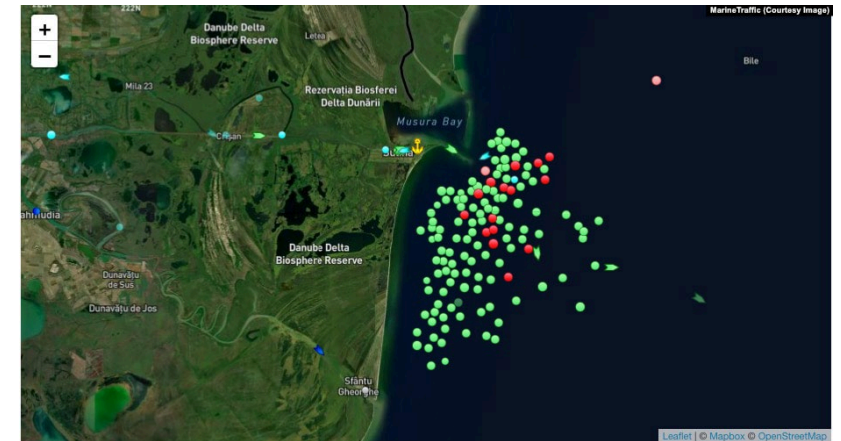
March 2023: 20-22 movements/day

Actions taken:

- Improve traffic management with a number of organisational measures on the side of all relevant authorities
- Increase of number of pilots by AFDJ and improvement of cross-border information flow USPA-AFDJ

Assisting in setting up an EU funded project for investment in canal infrastructure (in progress)

- Acquisition of technical vessels
- Acquisition of fairway signalisations system (buoys/lamps)
- Acquisition of Pilotage Portable Units (equipment and software)
- Acquisition of Support System for pilotage service
- Acquisition of an application for electronic bathymetric charts





Key figures:

Tons handled in Ukrainian Danube ports (Reni/Izmail/Kyilia): 2022 to date: 20+ mil tons

Main categories of goods: Corn, Wheat, Seeds/meals, Oil seeds, Iron ore, Steel products, Clay, Containers

Split maritime vessels – inland barges: 50:50

Transshipment capacity in UA Danube ports (Reni/Izmail/Kyilia):

- Average 75ktons/day
- Peak 92ktons/day
- Target: 100ktons/day

Volumes transported by barges to Constanta (1st of June 2022 – 1st of March 2023): 4.4 mil tons

BSGI (Chernomorsk, Odessa, Pyvdeni) : 24,8 mil tons

Comparison to other solidarity lanes (February based statistics):

- BSGI (COP): 52,2%
- Danube ports (SL): 23,7%
- Railway (SL): 16,2%
- Road (SL): 7,3%
- Others: 0,6%

Our assessment is that Danube ports will stay important for the next months and after war



- **Regular clearing meetings with relevant authorities to work off the identified problems and those which will occur in the practical implementation of logistics chains:**
 - Concrete problems of particular logistics chains (mooring sites Izmail & Constanta, parking places at Isaccea, etc.)
 - Structural/systematic **problems in cross-border cooperation of authorities (BCPs in Izmail, Galati and Sulina)**
- **Continuation of facilitating potential logistics chains using identified locations by organising dedicated stakeholder meetings (online and physically in Romania)**
 - Liner service for fuels Constanta – Ukrainian Danube ports
 - Feasibility of Sulina Green Port
 - Continued focus on increasing traffic capacity of Sulina canal
- **Regular meetings with EC/DG MOVE/UA and RO authorities for:**
 - Issues to be handled on EU level/requiring political decisions
 - Ukrainian ship personal for Romanian vessels
 - Implementation of CTC controls
 - Abolishing of T1 document for IWT container flows
 - Increase of capacity of inspection teams at all BCPs
- **Regular on-site meetings in Romania, Moldova and Ukraine**
- **Facilitate better fairway maintenance on entire Danube to safeguard fleet capacity (DC Expert Group meeting 28 February with waterway administrations)**

**Thank you for your
attention!**

**Antonio Stoean
*Senior Logistics Expert***

***Secretariat of the
Danube Commission***

[Danubesolidaritylane
@danubecommission.org](mailto:Danubesolidaritylane@danubecommission.org)

*H-1068 Budapest
Benczúr utca 25*

www.danubecommission.org

