



Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission

Austria Bulgaria Croatia Germany Hungary Moldova Romania Russia Serbia Slovakia Ukraine



DANUBE COMMISSION

Expert Meeting on Development of Ports and Port Operations

Topic 2.1-2.3 – Update on policy framework relevant for Danube ports



European and national port policy - main goals of EM PORTS

- Monitor port policies of the European Union and the DC member states as well as related documents;
- Contribute to the process of preparation of port policy documents on European level, providing feedback in public consultations, information exchange with DC member states;
- Provide and exchange information among the members of the expert group on port policies, good practices in port development and port operations, in cooperation with professional organisations for the port sector;
- Facilitate and monitor studies and projects related to port development, greening and digitalization of inland ports.



European and national port policy - key documents (1)

- Different definitions of term “port” in DC member states
- The definition of "port" of the Commission Regulation (EU) 2017/1084 of 14 June 2017 could be used in order to harmonize the definition of ports:
 - *"A port is an area of land and water equipped with facilities for the mooring of vessels for the purpose of cargo-handling, supply and protection. Ports provide for the reception of waterborne vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators in the port."*
- Convention regarding the regime of navigation on the Danube (Danube Convention)
- 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
- European Green Deal, December 2019
- The Smart and Sustainable Mobility Strategy, December 2020



European and national port policy- key documents (2)

- Regulation (EU) 1315/2013 - **Revision process of TEN-T**
 - Regulation was adopted by EC on 14 December 2021;
 - The inclusion of climate change resilience topic is highly beneficial for inland ports./The revised TEN-T also does not recognize passenger transport in inland ports and the rail connections to ports are not defined;
 - TEN-T proposal was updated on 27 July 2022. On 5 December 2022, the European Council agreed a negotiating mandate ("general approach") for the draft regulation on the EU guidelines for the development of the TEN-T;
 - On 18 December 2023, the Council presidency and European Parliament's negotiators have reached a provisional agreement on a revised regulation regarding EU guidelines for the development of the trans-European transport network (TEN-T) and now is scheduled for a plenary vote on formal adoption during April 2024
- Commission Notice C(2021) 5430 - Technical guidance on the climate proofing of infrastructure in the period 2021-2027
 - Climate proofing will need to be demonstrated before and during implementation of infrastructure projects, at least for optional financing from CEF in 2022;
 - From 2023 onwards - call for proposal, climate proofing becomes a requirement (according to the work programme). Topic of the METEET workshop held on 6 June 2023;
 - EC/DG MOVE commissioned study on the climate adaptation and cross-border investment which is currently carried out by M-Five, TRT, VUB and ISL, will be finalised in 2024;
 - This Study is a comprehensive research project that aims to analyse and address the critical aspects of climate adaptation and cross-border investment requirements within the framework of the Trans-European Transport Network (TEN-T) including inland waterways.
- NAIADES III – thirty five actions out of which two actions explicitly address ports
 - Study on Enabling Sustainable Management and Development of Inland Ports, has been contracted by EC/DG MOVE end of 2022 (Ecorys) and has a timeframe from November 2022 to November 2025;
 - Request the European Standardisation Organisation for harmonised standards for alternative fuels infrastructure for inland waterways and ports; ES-TRIN 2025 (entry into force in January 2026);
 - A joint meeting of the NAIADES III implementation expert group and the DINA (Digital Inland Navigation) implementation expert group took place on 16 June 2023. Proposals for two important documents were considered: IWT Digitalisation Vision and Paper Greening IWT .
- EU Taxonomy Regulation EU 2020/852

The first "EU Taxonomy Climate Delegated Act", entered into force on 1 January 2022 and sets down the technical screening criteria which must be satisfied for an economic activity to be considered as contributing to the environmental objective of climate change mitigation or climate change adaptation. A separate delegated act, which set down the technical screening criteria for the remaining four environmental objectives identified under the EU Taxonomy framework, was finalized in 2022 and entered into force on 1 January 2023. The Commission adopted on 13 June 2023 a new sustainable finance agenda. The Delegated act - Environmental and climate was adopted on 27 June 2023 with implementation from January 2024 .
- EUSDR Action Plan/PA1a Action 1 - Contribute to improve waterway and port infrastructure & management plan; Interreg/Danube Transnational Program 2021-2027
- EU Cohesion Policy 2021 – 2027 (L231 of 30 June 2021); Objective 3 – A more connected Europe
 - ERDF/CF Regulation (EU) 2021/1058 / ETC Regulation (EU) 2021/1059 / CPR Regulation (EU) 2021/1060
 - EU MS can submit ERDF/CF draft programs to DG Regio as from 1 September 2021
- Horizon Europe/Waterborne Transport/Co-programmed partnership „Zero Emission Waterborne Transport (ZEWT)



European and national port policy - contribution of EM Ports

- Contribute to the review of Directive 2014/94/EU on Alternative Fuels Infrastructure Regulation (the AFIR) with the aim to facilitate the use of alternative fuels. On 14 July 2021, EC published a proposal on the deployment of alternative fuels infrastructure and repealing Directive 2014/94/EU. Implementation of the AFIR; the greatest challenges for the roll-out of alternative fuels infrastructure for waterways and ports: issues of demand, incentives and technical regulations;
- On 13 July 2023, the new EU regulation of Alternative Fuels Infrastructure Regulation (AFIR) was concluded. This also concerns inland ports, as by 2030 all inland ports within the TEN-T network must have onshore electricity infrastructure. This allows for a clear definition of when inland ports should realise Onshore Power Supply (OPS) in their territories, while leaving room for flexibility in achieving this goal. The AFIR is scheduled to be revised in 2026 to take into account the development of OPS and hydrogen fuel cells in inland ports. with regard to the AFIR Regulation, each EU Member State is requested to prepare and submit to the EC, by 31 December 2024, a draft national policy framework for the development of the market for alternative fuels in the transport sector and the deployment of the relevant infrastructure;
- CINEA has announced on 1 March 2024 amount of €1 billion investment through the Alternative Fuels Infrastructure Facility (AFIF) with submission deadlines:
 - September 24, 2024, at 17:00 (CET)
 - June 11, 2025, at 17:00 (CET)
 - December 17, 2025, at 17:00 (CET)
- Contribute to the amending of the Combined Transport Directive 92/106 since 2022. The European Commission opened a feedback period on a proposal to amend Council Directive 92/106/EEC on 7 November 2023 for the period up to 5 February 2024;
- Support “Fit for 55 package” implementation;



European and national port project and policy - contribution of EM Ports

- Contribute to the implementation of EU regulation on electronic freight transport information (eFTI); Regulation on electronic freight transport information (adopted on 20 August 2020, completion of documents in July 2024, full application from August 2026). DTLF completed the first phase of work (2018-2023). The second phase of work of DTLF continues at the first part of 2024;
- Feed into work of EC-Digital Transport and Logistics Forum (DTLF) and CESNI/TI;
- On 26 January 2024, the European Commission adopted a new proposal for a Directive of the European Parliament and of the Council amending Directive 2005/44/EC on harmonised river information services (RIS) on inland waterways in the Community;
- Contribute to the Rhine Danube Corridor Work Plan, 19th Meeting of the RD Core Network Corridor Forum meeting was held on 13 November 2023; The 2023 CEF Transport calls for proposals made EUR 7 billion available for projects targeting new and improved European transport infrastructure. Opening date was on 26 September 2023 with deadline date 30 January 2024, (received 408 applications requesting over EUR 22 billion);
- Contribute to EUSDR-PA1a document: “Shore-side electric power supply in the Danube region” (Version 1.0 end of 2022);



European and national port project and policy activities - contribution of EM Ports

- The Secretariat of the Danube Commission has also actively involved on the Action plan for EU-Ukraine Solidarity Lanes with a key role of the Danube ports, since May 2022. Numerous activities with the EC, representatives of Romanian, Ukrainian and Moldovan state authorities as well as other stakeholders and visits to the Danube ports in that area were organised. During the previously period, activities within EU-Ukraine Solidarity Lanes have resulted in many tangible results;
- Bi-weekly situation reports on the Danube and seaports in the region were produced and a contact and information point ("Danube Cargo Information Desk") was established and operated to facilitate inland waterway cargo flows by connecting market actors and matching cargo demand with port and fleet operator services;
- The total throughput of Ukraine's Danube ports amounted to 32.01 million tonnes in 2023. In the same period, the total number of ships in operation (including barges) was 14,031 (according to USPA data);
- On 11 January 2024 the European Commission has approved, under EU State aid rules, a €126 million Romanian scheme to support investments in ports facing increased trade flows from Ukraine. The measure facilitate flow trades in and from Ukraine in line with the objectives of the EU-Ukraine Solidarity Lanes;
- There are complex requirements of the Corporate Sustainability Reporting Directive (CSRD), which enters into force on 5 January 2023 and requires companies to report on the environmental and social impacts of their activities and on the verification (assurance) of the reported information. The first companies will have to apply the new rules for the first time in the 2024 financial year, for reports published in 2025.



Questions & Answers / Discussion

- Additional topics of interest
- Priority should be given to
- Next EM Ports meeting should focus / present / investigate ...
- Any other comments



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Thank you for
your attention!

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