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**EU Strategy for the Danube Region**  
Priority Area 1a – To improve mobility and multimodality: Inland waterways

**17<sup>th</sup> Meeting of the PA1a Working Group**  
**Ports & sustainable freight transport**  
Vienna, Austria  
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**MINUTES**

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The meeting of the thematic working group on *Ports & sustainable freight transport*, within PA1a – *To improve mobility and multimodality: Inland waterways* was organised in Vienna, Austria, on the 12<sup>th</sup> of June 2019. The meeting was held together with PA1b – *To improve mobility and multimodality: Rail-Road-Air*.

The meeting was moderated by Ms. Cristina Cuc from PA1a Technical Secretariat. The meeting was attended by representatives from Port Authorities, the Romanian Ministry of Transport and partners of the DTP financed DAPhNE project.

The discussions run according to the agenda set up by the Technical Secretariat for PA1a.

## 1. Welcome and introduction

**Ms. Cristina Cuc** (RoMT) and **Mr. Franc Žepič** (PAC PA1b/Ministry of Infrastructure of Slovenia) welcomed all participants. Ms. Cuc presented the five targets set in the EUSDR Action Plan for PA1a, of which the third target concerns the development of multimodal terminals along the waterways of the Danube Region. She explained the possible added value of the EUSDR in this thematic field and the work in PA1a for port operators, especially in the framework of the currently ongoing negotiations for the new financing period.

## 2. Transport Analysis for the Danube Region and the study on the intermodal transport in the Danube Region

**Mr. Žepič** (Ministry of Infrastructure of Slovenia) presented the main results of the transport analysis conducted by PA1b in 2017/2018 with funding from the EIB. He explained that – as regards the transport modes rail and road – most transports are domestic and do not cross borders. In inland navigation this picture would be the other way round.

**Mr. Željko Janjoš** (PAC PA1b/Ministry of Transport of Serbia) presented the results of the Transport Study on Intermodal Transport. The aim was to define recommendations and guidelines based on user needs. Four groups of recommendations were proposed: Institutional – organizational (IO), Designing & planning (DP), Technical - structural (TS) and Financial and legal (F). For intermodal transport a strategy would be needed in the Danube Region that takes into consideration national strategies and key issues per country.

## 4. DAPhNE project – results on Danube Ports Development (analysis of infrastructure, SWOT analysis) promotion of Danube Ports Network

**Mr. Saša Jovanović** (iC consultant) presented the main results of the Status quo and SWOT analysis as well as the Development Plans elaborated within the DAPhNE project. Main findings: some ports have experienced a lack of landside space and were forced to reclaim land from port basins, the port development plans concern the provision of vertical quay walls, which are not always available. Mr. Jovanović further showed that many ports are not using their full capacity. The number of port development projects already conducted, ongoing or in the planning phase per riparian state was also presented, with Romania implementing the most projects (64) – many of them in the port of Constanta. Overall, the financing needed for all planned projects would amount to 5.5 bn EUR which is peanuts compared to rail spending. The financing should be foreseen in the upcoming financing period. Mr. Jovanović underlined the importance of having very mature project proposals at hand to be financed by CEF. He presented a list of all the projects (prioritised) as a result of the DAPhNE project.

## 5. Large group discussion with audience

**Mr. Uroš Stanimirović** (Ministry of Transport of Serbia) reported about the status of terminal development in Serbia. By means of a regulation funds for terminal development were allocated – 20% for state owned enterprises, 80% for privately operated enterprises. For 2018 1 Mn. EUR were available. For the following years the taken investments in 2018 will be analysed and the financing for the infrastructure development will be continued in this manner. Mr. Stanimirović gave an overview of the planned development projects in Serbia. He stated that the planned and ongoing development projects are multimodal terminals with mostly just rail and road transport considered. He further explained that the railway system was restructured in 2016 and the market was opened for freight transport. For passenger transport only one state operator is responsible.

**Ms. Monica Patrichi** (PA1a Technical Secretariat/Romanian Ministry of Transport) asked about the process of funding private port operators with state funds.

**Mr. Stanimirović** clarified that the regulation was introduced, followed by an open call. A commission of evaluators decided on funding more private sector projects.

**Mr. Jovanović** expressed his concern that terminals are planned and built in Serbia that have no connection to the waterways, although they are right next to the river. He asked about the reason for this situation.

**Mr. Janjoš** answered that there was no political influence exercised about the location of the terminals. At the beginning of the initiative ports in Germany were visited and many showed almost no transshipment from the waterways. In the port of Vienna only 7-9% of transshipments are between waterway transport and rail. He stated that in some cases it does not pay to include waterside transshipment options. In some cases a trimodal terminal was considered but it was decided that there is no need for it.

**Mr. Jovanović** recalled a previous project which found out that if trimodal terminals are in dispersed locations, no container transport (for example) can be developed. At that time the project had to be cancelled because no intermodal terminals were available. This applies also to other goods. If there is no option to (un)load goods, transports on the Danube will not develop as they could.

**Ms. Cuc** asked about the most challenging issues to be addressed jointly in the next financing period.

**Mr. Jovanović** explained that there is no single issue to be addressed. He stressed that apart from port development projects the infrastructural bottlenecks along the waterway need to be solved. He pointed out that the 300 Mn investments in waterway infrastructure currently taken by Bulgaria/Romania and Serbia, as well as Hungary and Germany (Straubing-Vilshofen) did not go unnoticed. It is a positive development.

**Ms. Cuc** asked Janeta Toma whether there are plans to strengthen the cooperation between ports and rail in the framework of the Danube Ports Network which was established in the DAPhNE project.

**Ms. Janeta Toma** (Pro Danube International) stated that the Danube Ports Network just started its cooperation and that collaboration in this matter should be addressed by PA1a and PA1b since the respective ministries are joined in this framework. She expressed the desire for all port authorities in the Danube Region to join the Danube Ports Network.

**Ms. Cuc** confirmed that PA1a will try to bring the respective stakeholders to one table and to promote the Danube Ports Network.

**Ms. Cristina Cuc** and **Mr. Franc Žepič** closed the meeting.