



Connecting Danube and Caspian region

1st Caspian Ports & Shipping 2019
Aktau, 13-15 May 2019

Course of Presentation

- Pro Danube – Business Network promoting Danube infrastructure & logistics
- Economic dimension of Danube region
- Status of Danube transportation & Plans for infrastructure investments
- Considerations w.r.t missing link Middle Corridor – Danube region

Pro Danube – Structure & Objectives

Platform of private companies with strategic economic interest in better framework conditions and higher public investment in the Danube transport & logistics system

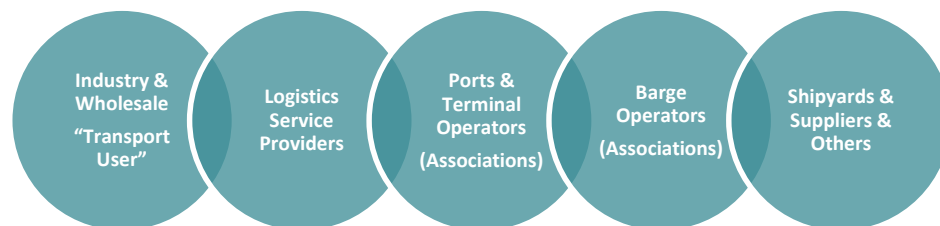
In a nutshell

- Established autumn 2011 by a group of companies & associations
- Non-profit association based in Vienna
- Network of currently c. 200 companies
- More than a lobbying organisation as it initiates and executes projects
- Service company: Pro Danube Management GmbH
- Local representations: Pro Danube Romania, Pro Danube Serbia
- Initiator & coordinator of policy initiatives & projects in IWT, port development & LNG
- More info at: www.prodanube.eu

Priorities

- Engagement for better waterway maintenance & execution of TEN T bottleneck projects
- Promotion of investment in Danube ports
- Support to modernization of Danube fleet
- Elimination of administrative barriers
- Active involvement in EC initiatives & programs

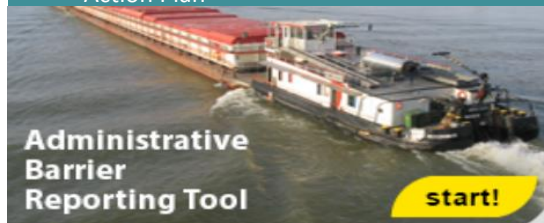
Partners



Transnational projects initiated by Pro Danube

DANTE - Improving Administrative Procedures and Processes for Danube IWT

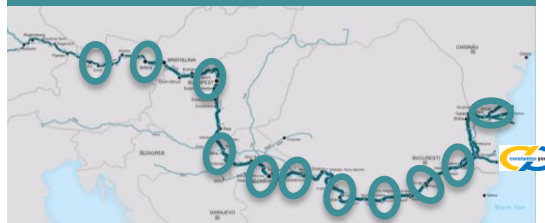
- Improve administrative procedures and reduce bureaucratic processes as well as related charges and fees for IWT on Danube and navigable tributaries
- Eliminate / reduce red tape and abuse of administrative power
- Harmonize regulations and administrative processes for transport and transshipment operations
- Major outputs: Transnational IWT barrier reporting tool & database; Danube IWT Administration Strategy & Action Plan



Time: 01/01/2017 – 30/06/2019
Budget: 1,982,786.00 Euro
Program: DTP Call 1 (DTP1-1-455-3.1)
Partners: 28
No. involved countries: 10
Contact: rafael@prodanube.eu
www.interreg-danube.eu/dante

DAPhNE - Danube Ports Network

- Improve the balanced development of Danube Ports as eco-friendly, well accessible multimodal hubs for the transport system of the region
- Turn Danube Ports into buzzing economic centres functioning as catalysts for economic growth and creation of high value jobs
- Set-up a Port Network to eliminate gaps between stakeholders
- Major outputs: Implementation of a Port Community System in 3 Danube ports; Danube Ports Development Strategy; concept for the Danube Ports Network Platform



Time: 01/01/2017 – 30/06/2019
Budget: 2,985,406.00 Euro
Program: DTP Call 1 (DTP1-1-196-3.1)
Partners: 23
No. involved countries: 9
Contact: danila@prodanube.eu
www.interreg-danube.eu/daphne

GRENDL - Green and efficient Danube Fleet

- Prepare / support vessel operators for modernisation / greening of Danube fleet based on know-how transfer and results of European and regional innovation projects & real-life demos following the European transport and environmental policy priorities
- Elaboration of fleet investment plans defining investment volumes and greening technologies
- Major outputs: IWT Fleet Modernisation Strategy & Recommendations; State Aid Scheme model; Greening inland vessel concepts



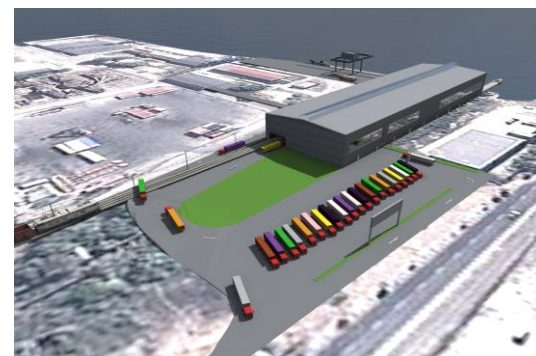
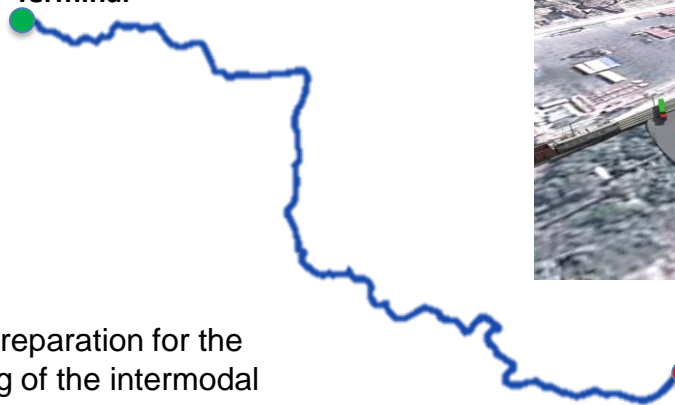
Time: 01/01/2018 – 30/06/2020
Budget: 1,824,999.20 Euro
Programme: DTP CALL 2
Partners: 24
No. involved countries: 7
Contact: karpatyova@prodanube.eu

Support to members: High Performance Green Port Giurgiu – Stage II Construction CEF MAP Call 2014 – Cohesion Fund



Stage I: Studies completed for an intermodal terminal
Stage II: Works carried out in line with the studies from Stage I

Linz Intermodal Terminal



High Performance Green Port Giurgiu



Implementation schedule

09/2015 – 08/2018

Member States Involved

Romania

Overall project budget

€ 15,594,063

EU Contribution

€ 13,254,954 (max. 85%)

Works

- Land preparation for the building of the intermodal terminal
- 1 Intermodal logistics terminal
- 2 railway level crossings
- Rehabilitated road infrastructure 1,38 km
- Rehabilitated old quay section approx. 54 m

Facilitating EU funding for LNG fuelling projects

- **Masterplan for LNG as fuel and as cargo on the Rhine/Meuse-Main-Danube corridor** (TEN-T 2012 / Innovation)
- **LNG Hub Austria** (CEF-T Blending Call 2017 / Innovation)
- **LNGHIVE2 Bar** – LNG bunkering infrastructure deployment in the Port of Barcelona (CEF-T Blending Call 2017 / MoS)
- **ReaLNG** – Turning LNG as marine fuel into reality in the North Sea-Baltic region (CEF-T 2014 / MoS)
- **Blue Baltics** – LNG infrastructure facility deployment in the Baltic Sea region (CEF-T 2015 / MoS)
- **INToLNG** – Innovative LNG solutions to provide clean transport fuel (CEF-T 2015 / Innovation)
- **PASCAL** – Study for a small scale LNG bunkering network for the European ECA (TEN-T 2013)
- **PROMINENT** – Promoting Innovation in the Inland Waterways Transport Sector
- **LNG Terminal in KRK/Croatia** – Application for CEF Energy Call 2016



A diversified region connected by the Danube

The Region stretches from the Black Forest to the Black Sea and is home to 115 Mio. inhabitants.

International trade has continuously increased over the last few years.



Danube is an important logistics backbone of the region

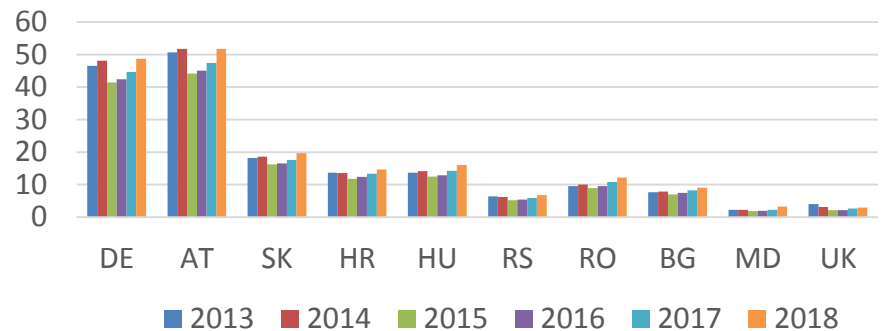
Danube region: A region of high economic potential

Positive GDP growth rate: the economy is expanding.

Beyond 2020 the economy is expected to further strengthen its well-established **expansion rate**.

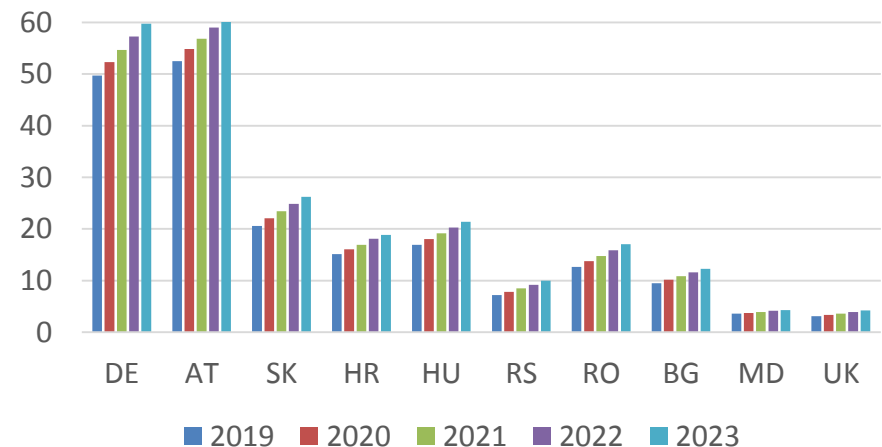
The international character of the region and the successful integration of the majority of its countries in the European Union has led to the development of dynamic **economic areas** unrivalled anywhere else in Europe.

GDP per capita in thousand US \$



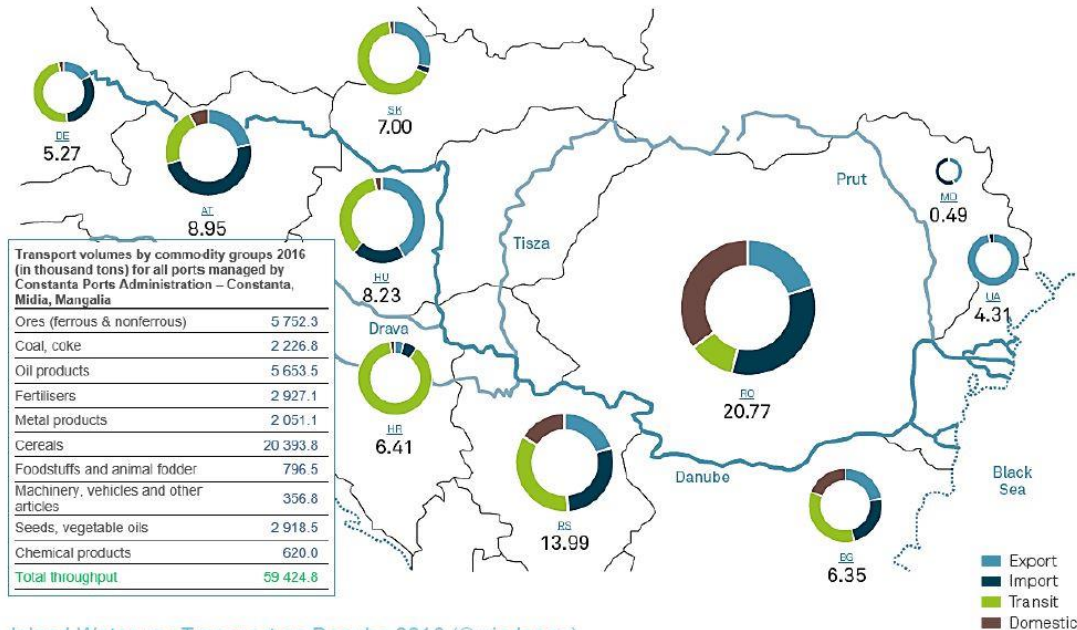
Source: World Bank

GDP per capita in thousand US \$: forecast



Source: IMF

The Danube is one of the main transport axis in Europe



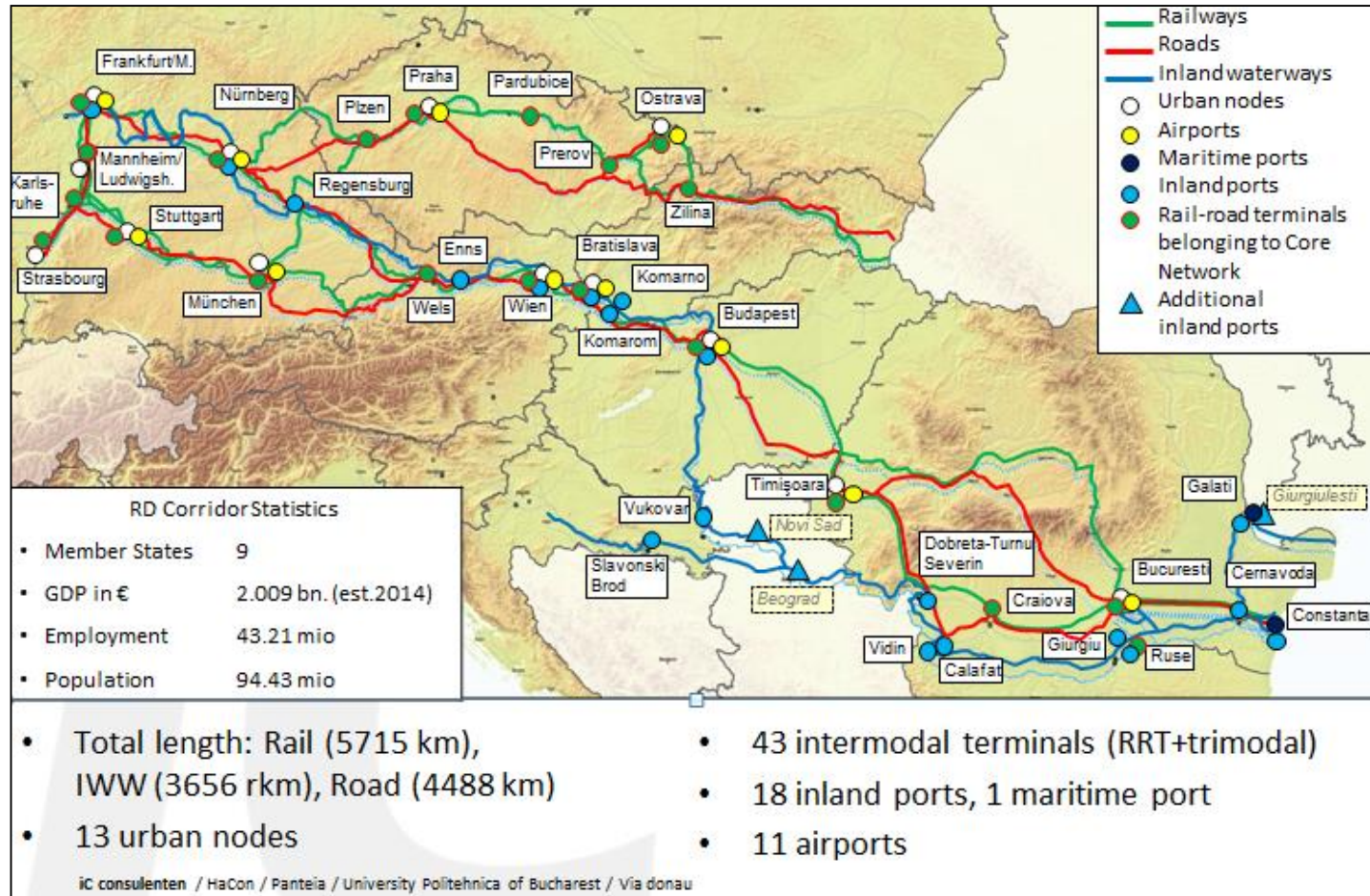
Inland Waterway Transport on Danube 2016 (© viadonau)

In millions of tons	DE	AT	SK	HU	HR	BA	RS	RO	BG	MD	UA
Export	0.82	2.00	2.09	3.41	0.22	0.20	2.79	4.13	1.39	0.21	4.22
Import	1.74	4.36	0.13	1.68	0.41	0.12	4.04	7.09	1.54	0.28	0.08
Transit	2.56	1.98	4.74	2.94	5.68	0.00	4.88	2.20	2.20	0.00	0.00
Domestic	0.15	0.61	0.04	0.20	0.10	0.00	2.28	7.35	1.22	0.00	0.01
Total	5.27	8.95	7.00	8.23	6.41	0.32	13.99	20.77	6.35	0.49	4.31

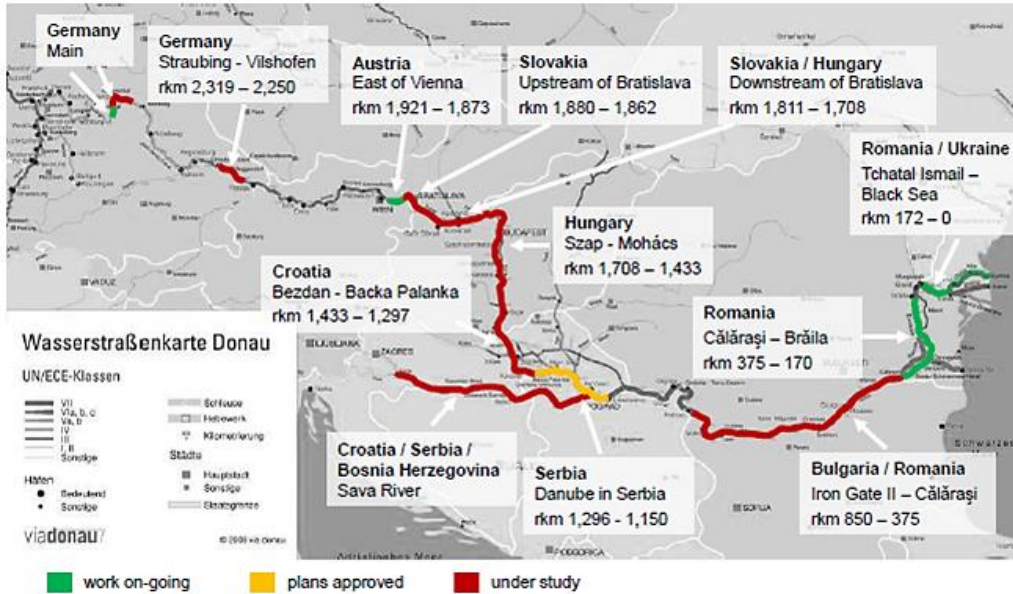
Source: viadonau

- The Danube is a **strategic link** between Eastern and Western Europe, having the unique potential to connect SE and CEE with growing markets in the Black Sea Region and beyond.
- It provides a **catalyst for economic progress** in a region that spreads over 10 European countries

Core Infrastructure in Danube region still needs development



Investments in IWW and ports in the Danube region



Overview of infrastructure projects related to IWW fairways

Source: viadonau, Study on TEN-T Core Network Corridor “Rhine–Danube” Final Report, December 2014

Inland Waterways (IWW)				Inland & Seaports	
EURO	# Projects	Country		# Projects	EURO
181	3	AT		15	220.0
18	5	BG		3	9.2
764	7	DE		7	69.0
26	7	HR		6	80.0
37	5	HU		3	13.0
865	8	RO		64	2,054.0
168	3	SK		9	164.0
21	1	BH		7	22.3
73	8	SER		1	-
4	1	UA		0	-
427	17	Multi-country		3	7.0
2584	65			118	2,638.5

IWW projects

Total: 56 projects (out of which 49 cross-border, 17 multi-country, 10 non-EU)
 Completion: 7 (2014-2016), 28 (2017-2020), 6 (2021-2025), 4 (2026-2030), 10 (unknown)

Inland and seaport projects

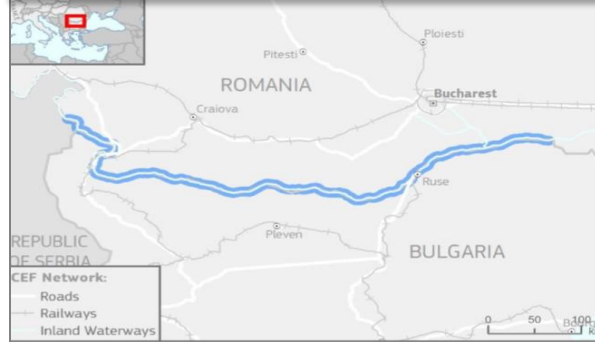
Total: 118 (out of it 16 studies, 87 infrastructure works only / rest mixed, alternative fuels, telematics) Completion: 32 (2014-2016), 85 (2017-2020) 14 (2021-2025), 5 (2026-2030), 9 (unknown)
 Source: Corridor Development Plan, Update 2017

Key EU funded projects for waterway & port development

PROTECT 2015-RO-TM-0046-M



SWIM - SMART Waterway Integrated Management



Galati multimodal platform



Upgrade of Iron Gate I Lock



Upgrade of Gabčíkovo locks



DaReM – Danube Rehabilitation Measures



LNG for Constanta – Future hub for alternative fuelling

LNG Fuelling Stations & Vehicles in City

L-CNG-fuelling stations



©IVECO

LNG-fuelled Buses & Trucks



©SOLBUS



©SOLBUS

Project in preparation

LNG Terminal in Constanta Port

Storage tanks

Truck loading station

Truck & railroad fuelling station



©Shell



©SINARA Group



© Pump Service

Bunker Station Maritime & Inland Vessels



©Shell



©Navrom



Danube - Black Sea Canal

LNG-fuelled ferries to Georgia





The Missing Maritime Link Romania-Georgia



Some considerations for closing the gap to Danube region

- Cargo flows Danube region – Central Asia (Georgia, Azerbaijan, Kazakhstan, Turkmenistan, Uzbekistan) and Iran (depending on political situation) are main focus – region difficult (costly) to access
- Chinese cargo has wide range of logistics options/public subsidies required/ “nice to have” but volatile
- Options for bridging gap:
 - Integrating Constanta into existing Black Sea (feeder) services – lower start-up risks/costs but (too) high transit times
 - Dedicated direct service – high costs/risks but attractive transit times
- Cooperation of strong partners needed to offer an attractive service
- Sound preparation of service/committed partners for using new transport route/professional marketing of service
- Political lobbying – high interest of EU to access region through Middle Corridor/Eastern Partnership (EaP) - “EU-Neighborhood Facility”

Further Information & Contact

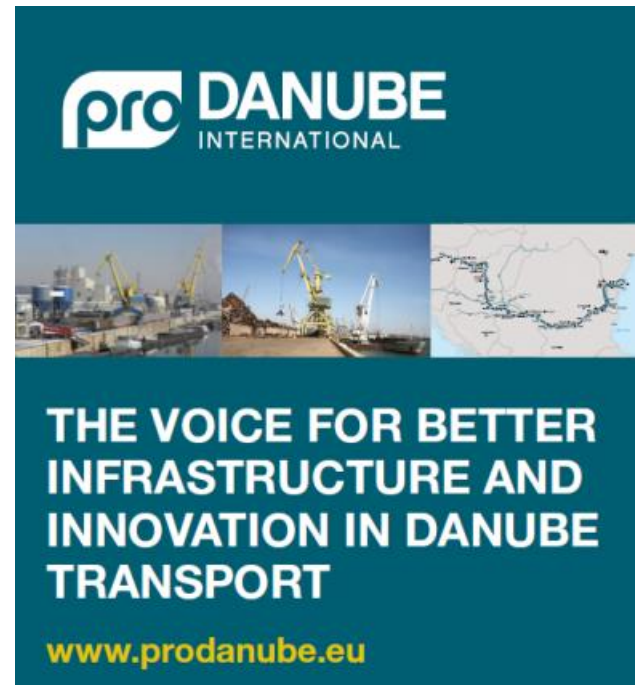
Manfred Seitz

General Manager

Pro Danube Management GmbH

E seitz@prodanube.eu

M +436764067878



The image shows a promotional banner for Pro Danube International. At the top, the logo features the word 'pro' in a white circle followed by 'DANUBE INTERNATIONAL' in white text on a dark teal background. Below the logo is a horizontal strip of three images: a construction site with yellow cranes, a large yellow crane on a barge, and a map of the Danube river basin. The bottom half of the banner is a solid dark teal color with the text 'THE VOICE FOR BETTER INFRASTRUCTURE AND INNOVATION IN DANUBE TRANSPORT' in white, bold, uppercase letters. At the very bottom, the website address 'www.prodanube.eu' is written in yellow.

INDanube - Centre for Innovation Transfer in the Danube Region

Welcome to INDanube, the facilitator and promoter of innovation in inland waterways transport on the Danube and its navigable tributaries.

[More information](#)