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Danube Delta

# Danube Transport Day

## European Parliament

23 November 2017, 09:00-12:00

### AGENDA

1. Welcome & Introduction by Ms Tapardel & Mr Lehr
2. Statement of Commissioner Violeta Bulc & Member States Representatives
3. Statements from the Industry Stakeholders
4. Interventions from the European Commission & Other Stakeholders
5. Outline of the industry initiative – Green and efficient Danube Fleet
6. Statements of Members of Parliament
7. Interventions from the Audience and Open Discussion





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European Parliament

**Welcome & Introduction by Ms Ana-Claudia Tapardel, MEP, Member TRAN**





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**Welcome & Introduction by Mr Friedrich Lehr, Member of Board Pro Danube International**





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## Statement of Commissioner Violeta Bulc





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## Statement of Mr Felix Stroe, Minister of Transport of Romania





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## Statement of Mr Veljko Kovačević, Assistant Minister of Transport of Serbia





Republic of Serbia

Ministry of Construction, Transport and Infrastructure

# DANUBE TRANSPORT DAY

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Restoring Serbia IWT

Sector

**TOWARDS MODERN IWT**

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**Veljko Kovačević, Assistant Minister**

Brussels, November 23, 2017



Republic of Serbia

Ministry of Construction, Transport and Infrastructure

## CHANGING THE APPROACH AND COMMITMENT





Republic of Serbia

Ministry of Construction, Transport and Infrastructure

# VISION

One of the three leading nations on Danube by enabling sustainable and safe navigation and development of ports

## Strategic pillars

River  
transport  
infrastructure

Ports

ITS

Fleet

Crew



# OPERATIONAL PLAN

<b>River transport infrastructure</b>	<ul style="list-style-type: none"><li>- Remove critical sectors on Danube and Sava</li><li>- Regular maintenance of Serbian fairways (Dunav, Sava, Tisa)</li><li>- Upgrade of Iron Gate I Navigational Lock</li></ul>
<b>Ports</b>	<ul style="list-style-type: none"><li>- Completion of the Port Reform initiated in 2010</li><li>- Enable entry of new port operators on Serbian port market by:<ol style="list-style-type: none"><li>1) Widening of existing port areas</li><li>2) Awarding: Port Concessions or Approvals for providing port services (PPP)</li></ol></li><li>- Establishment of new and further development of existing Free Trade and industrial Zones</li></ul>
<b>ITS</b>	<ul style="list-style-type: none"><li>- Further development of RIS</li><li>- Implementation of AtoN's Project</li><li>- Implementation of Hydro-Meteo Stations System</li></ul>
<b>Fleet</b>	<ul style="list-style-type: none"><li>- Legal alignment with EU technical requirements for inland navigation vessels (Directive 2016/1629) and ES-TRIN standards</li><li>- Create competitive tax system that will increase investments in fleet rejuvenation</li><li>- <b>Appropriate</b> privatization of "Yugoslavian River Shipping Company" and "PIM"</li></ul>
<b>Crew</b>	<ul style="list-style-type: none"><li>- Legal alignment with new EU Directive on recognition of professional qualifications in inland navigation (once when adopted)</li><li>- Modernization of education and training process in line with CESNI standards</li><li>- Introduction of the new legal requirements regarding working time in inland navigation</li></ul>
<b>Navigation</b>	Changing of crossborder revision procedures (one stop for entry/exit crossborder procedure)



## SERBIAN IWT ROADMAP

2017

Launched:

1. Project “River training and dredging works on 6 critical sectors on Danube”
2. “AtoN’s” Project
3. Project “Upgrade of Iron Gate I Navigation Lock”
4. Dredging works on Sava (Sector “Kamicak”)
5. Technical documentation for Port of Smederevo

2018

Launching of:

1. Dredging works on Sava (Sector “Sremska Mitrovica”)
2. Project “Extension of the Bulk and General Cargo Terminal of the Port of Smederevo”
3. Technical documentation for Port of Apatin
4. Project “Removal of the sunken vessels from WWII, Danube-I Phase”

2019

Launching of:

1. Dredging works on Sava (Sector “Šabac” and „Klenak”) and river training works on sector “Confluence of Sava and Drina rivers”
1. Project “New Port of Apatin”
2. Project “Removal of the sunken vessels from WWII, Danube-II Phase”
4. Project “Hydro-Meteo Stations”

2020

New Port of Belgrade

# PROJECT “UPGRADE OF IRON GATE I NAVIGATION LOCK”

**Project Rationale:** Upgrade of the Iron Gate I navigational lock to secure efficient lockage operations, improved stability and predictability of lock operations, and to contribute to efficiency of IWT by reduced waiting times and reduced downtime

**Project Value:** 28.5 mil. EUR

**Funding Sources:** CEF Fund: 11.4 mil. EUR, IFI’s Loan: 17 mil. EUR

**Project implementation Deadline:** 2020

	2017	2018	2019	2020
Signing of GA with INEA for CEF financing (11,4 mil. EUR)	Oct			
IFI Loan approval		Q3		
Launching Public Procurement for Works and Supervision		May		
Beginning of works		Nov		
Navigational Lock in function				Sept

# PROJECT “RIVER TRAINING AND DREDGING WORKS ON 6 CRITICAL SECTORS ON DANUBE”

**Project Rationale:** River training and dredging works on 6 critical sectors with aim to improve navigation on Danube between Belgrade and Backa Palanka, from km 1287 to km 1195

**Project Value:** 9,3 mil. EUR

**Funding Sources:** IPA: 85%. National cofinancing: 15%

**Project implementation Deadline:** 2020

	2017	2018	2019	2020
Environmental Monitoring Report Before Works	Dec			
All river training structures constructed on 3 critical sectors			March	
Dredging activities executed on 5 critical sectors				July
Integrated Environmental Monitoring Report finalized				Aug

# PROJECT "AtoNs"



**Project Rationale:** The introduction of the AIS AtoN technology in marking of waterways and modern management of the fairway marking system

**Project Value:** 2,56 mil. EUR

**Funding Sources:** IPA: 85%, National cofinancing: 15%

**Project implementation Deadline:** 2018

	2017	2018
Supply contract signed	Jun	
System integration contract signed	Jun	
Supplies delivered and installed		April
System integrated and transferred in operation		Dec

# PROJECT “RIVER TRAINING AND DREDGING WORKS ON 5 CRITICAL SECTORS ON SAVA”

**Project Rationale:** Conducting river training and dredging works on 5 critical sectors to provide the prescribed fairway parameters for the Sava River

**Project Value:** 7,5 mil. Euro

**Funding Sources:** State Budget: 2,5 mil. EUR, IFI’s: 5 mil. EUR

**Project implementation Deadline:** 2020

Critical sectors “Kamičak”, “Šabac”, “Klenak” and “Sremska Mitrovica”	2017	2018	2019	2020
---	------	------	------	------

Dredging works on critical sector Kamičak and Sremska Mitrovica	Sept	Sept		
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Launching Public Procurement for Works on 2 critical sectors			July	
--	--	--	------	--

Beginning of works on 3 critical sectors			Sept	
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End of works on 3 critical sectors			Nov	
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Critical sector “Confluence of Sava and Drina rivers”	2017	2018	2019	2020
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Preparation of technical documentation			Q1	
--	--	--	----	--

IFI Loan Approval			Q4	
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Launching Public Procurement for Works				Q3
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Beginning of works on critical sector				Q4
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End of works on critical sector				
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# EXPANSION OF CAPACITIES OF THE TERMINAL FOR DRY BULK AND GENERAL CARGO OF THE SMEDEREVO PORT

**Project Rationale:** Construction of the Bulk and General Cargo Terminal, to enable handling of approx. 5 million of tons of different types of goods

**Project Value:** 80 mil. EUR (infrastructure 40 mil. EUR + suprastructure 40 mil. euro)

**Funding Sources:** Port Infrastructure: IFI's Loan (WBIF application submitted)

	2017	2018	2019	2020	2021
Port Suprastructure: Port Concession					
<b>Project implementation Deadline: 2020</b>	Sept				
Creation and preparation of technical documentation					
IFI Loan Approval		Q3			
Launching of Port Concession Awarding Procedure		Q3			
Adoption of technical documentation		Sept			
Launching Public Procurement for Works		Oct			
Beginning of works on construction port infrastructure			Q1		
Awarding Port Concession to selected Port Operator			Q3		
End of works				Q4	
Start of operation of Bulk and General Cargo Terminal					Q4

# CONSTRUCTION OF THE PORT OF APATIN

**Project Rationale:** Construction of the new Port of Apatin (Container, Oil and Bulk (Grain/Gravel and Sand) Terminals) that will be designed to respond to the requirements of economic operators located in the broader port area

**Project Value:** 36 mil. EUR (infrastructure 16 mil. Euro +suprastructure 20 mil. euro)

**Funding Sources:** Port Infrastructure: IFI's Loan

Port Suprastructure: Port Concession

**Project implementation Deadline: 2020**

	2017	2018	2019	2020	2021	2022
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Contract on preparation of technical documentation		July				
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IFI Loan Approval			Q2			
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Adoption of technical documentation			Q3			
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Launching of Port Concession Awarding Procedure			Q3			
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Launching Public Procurement for Works			Q4			
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Beginning of works on construction of port infrastructure				Q1		
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Awarding Port Concession to selected Port Operator(s)				Q3		
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End of works					Q4	
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Begging of providing the port services						Q4
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# PROJECT “REMOVAL OF THE SUNKEN VESSELS FROM WWII, DANUBE”

**Project Rationale:** Removal of the German sunken vessels from the IJWW from km 857 to km 862, with the aim to provide prescribed fairway width of 180 m and to improve conditions for safe navigation on the Danube, in particular during the low water level periods by

**Project Value:** 22 mil. EUR

**Funding Sources:** IFI’s + available EU grants (IPA, WBIF, CEF)

**Project implementation Deadline:** 2020

	2018	2019	2020
Removal of UXO from sunken vessels	Q3		
Contracting financial sources for Project	Q4		
Launching Public Procurement for Works		Q2	
Beginning of works		Q3	
End of works			Q4



Republic of Serbia  
Ministry of Construction, Transport and  
Infrastructure

# Thank you for attention

[veljko.kovacevic@mgsi.gov.rs](mailto:veljko.kovacevic@mgsi.gov.rs)



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## Statement of Mr Thomas Maaßen, Managing Director Rhenus Logistics





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European Parliament

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## Statement of Mr Antonio Stoean, Director TTS Group/Navrom Galati



# TTS (Transport Trade Services) S.A.



*Antonio Stoean*

*Bruxelles, November 23rd, 2017*

## Investments in modernisation of our fleet

Modernisation of the propelled fleet resulted in:

- 25% increase of pushing capacity
- 25% increase of commercial speed
- 30% lower Diesel consumptions, though less pollution



- 10 vessels equipped with real-time hydrographical data riverbed readers and optimisation of engines work
- sharing information on digital maps
- results in safer navigation and lower pollution





## Main critical points along the navigable Danube





## Lack of dredging works

### Number of days with low waters in Luta sector (km 562-510) – below +100 cm)

	2008	2009	2010	2011	2012	2013	2014	2015	2016	Jan-Sep 2017
Number of days	78	57	0	114	115	92	20	127	77	118
Annual average	79,8 days ( 21,86% /year)									

### Number of days affected by low waters at km 346; impact sailing on Borcea 100 km

	2008	2009	2010	2011	2012	2013	2014	2015	2016	Jan.-Sep. 2017
Cote Cernavodă below +50 cm	109	84	0	143	142	103	26	112	83	133
Annual average	93,5 Days (25,61%/year)									



## *Lack of dredging works*

### Economic impact of low waters for 1 convoy crossing critical area km 575-512

Fractioning convoys of 8 units and passing barge by barge:

- Longer voyage with **912km** (8 voyages in this section)
- Extra fuel consumption. **11 tons of Diesel**
- Delays in voyage time: **5-6 days**
- Loading **25% deadfreight**
  
- **Damaging** the vessels and goods



## *Lack of dredging works*

### Impact of low waters at km 562 and km 346: navigation

Year	Number of vessels affected by low waters*		Cargoes (tons)
	Pushers and tugs	Barges and schleps	
<b>2011</b>	27	205	205.612
<b>2012</b>	96	617	463.807
<b>2013</b>	53	266	289.667
<b>2015</b>	168	1250	974.313
<b>2016</b>	119	884	745.042
<b>Jan.-sep. 2017</b>	53	396	355.504



## WHAT TO DO?

1. Urgent measures with immediate implementation: maintenance works on the fairway
2. Danube Strategy: Fairway Rehabilitation and Maintenance Master Plan for the Danube

Thank you!



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European Parliament

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## Statement of Mr Radu Comanici, Director Danubia Kreuzfahrten/Danube Cruises





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## Statement of Ms Maja Bakran-Marcich, Deputy Director General/DG Move





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## Statement of Mr Marco Onida, DG Regio/EUSDR Coordinator





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**Statement of Mr Juraj Méry, General Director of Project Management,  
Ministry of Transport of Slovakia**





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## Statement of Ms Maria Tzankova, Executive Director, Association of Danube River Municipalities





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## Statement of Mr Manfred Seitz, General Secretary, Pro Danube International



# Danube: waterway of challenges and opportunities

- **GDP in Danube region will grow by 25% till 2030:** an eco-efficient, reliable transport system is needed
- Danube can provide **cost-effective logistics solutions for many industries** in the region and thus contribute to economic growth & creation of jobs
- **High economic potentials are withhold** by shortcomings in infrastructure, unfavourable regulatory framework and structural problems of IWT sector
- **Long-term cooperation of public and private sector with firm commitments needed** to break vicious cycle of degradation of infrastructure and reduction of transport demand

## Freight transport on the entire Danube (2015)



## Port of Constanta – Transport volumes by commodity groups 2015 (in thousand tons)

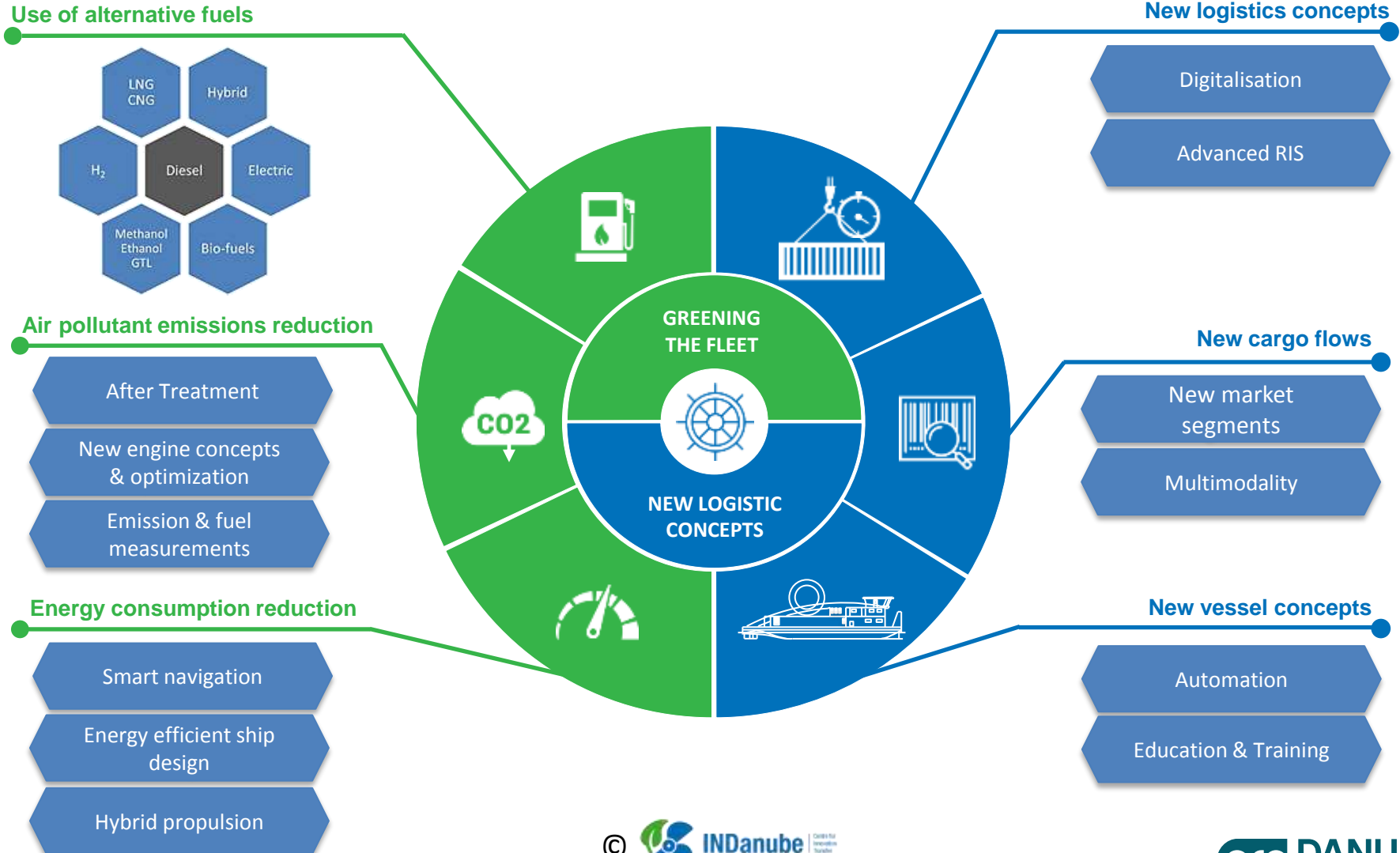
Ores (ferrous & nonferrous)	5 860.3	Cereals	19 616.1
Coal, coke	3 207.7	Foodstuffs and animal fodder	764.4
Oil products	5 165.6	Machinery, vehicles and other articles	363.6
Fertilisers	1 842.6	Seeds, vegetable oils	1 951.3
Metal products	1 893.7	Chemical products	525.0
		<b>Total throughput</b>	<b>56 336.8</b>

# Structured cooperation & mutual commitment

## GREEN DEAL FOR DANUBE RIVER TRANSPORT



# Field of action in Danube fleet modernization

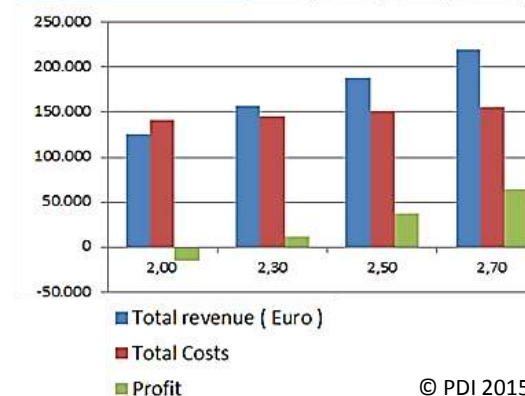


# Background situation for fleet modernization

- **Current fleet:** c.450 self-propelled vessels, c.370 pushers, c. 1.700 barges; 20 companies own more than 75% of vessels
- **Highly insufficient waterway maintenance in several Danube countries deprived vessel operators from major fleet investment** → fleet average >> 40 years
- *Priority for IWT till 2030 is **to improve air pollutants** to keep-up with road haulage (Euro VI trucks) and rail. Otherwise, shift to water policies undermined, while CO2 reduction is maintained*
- *Mature technical solutions: **after treatment systems for exhaust emissions** by means of catalyst and filters (SCR and DPF) or **LNG as alternative fuel** reduce damaging air pollutant such as NOx and PM*
- ***Bio-fuels / LBM** in the mix with or as alternative can **reduce CO2 emissions clearly** (contributing to COP21 objectives); in longer term, more hybrid & battery electric vessels in particular for new-builds*
- ***Full battery electric vessels, fuel cells, hydrogen are expected after 2030:** not mature (experimental) and too costly yet, not applicable in IWT for majority of fleets*
- *However, in certain IWT segments electric vessels be expected also on the short term, e.g. local transport with small vessels*

Profitable navigation requires sufficient draft

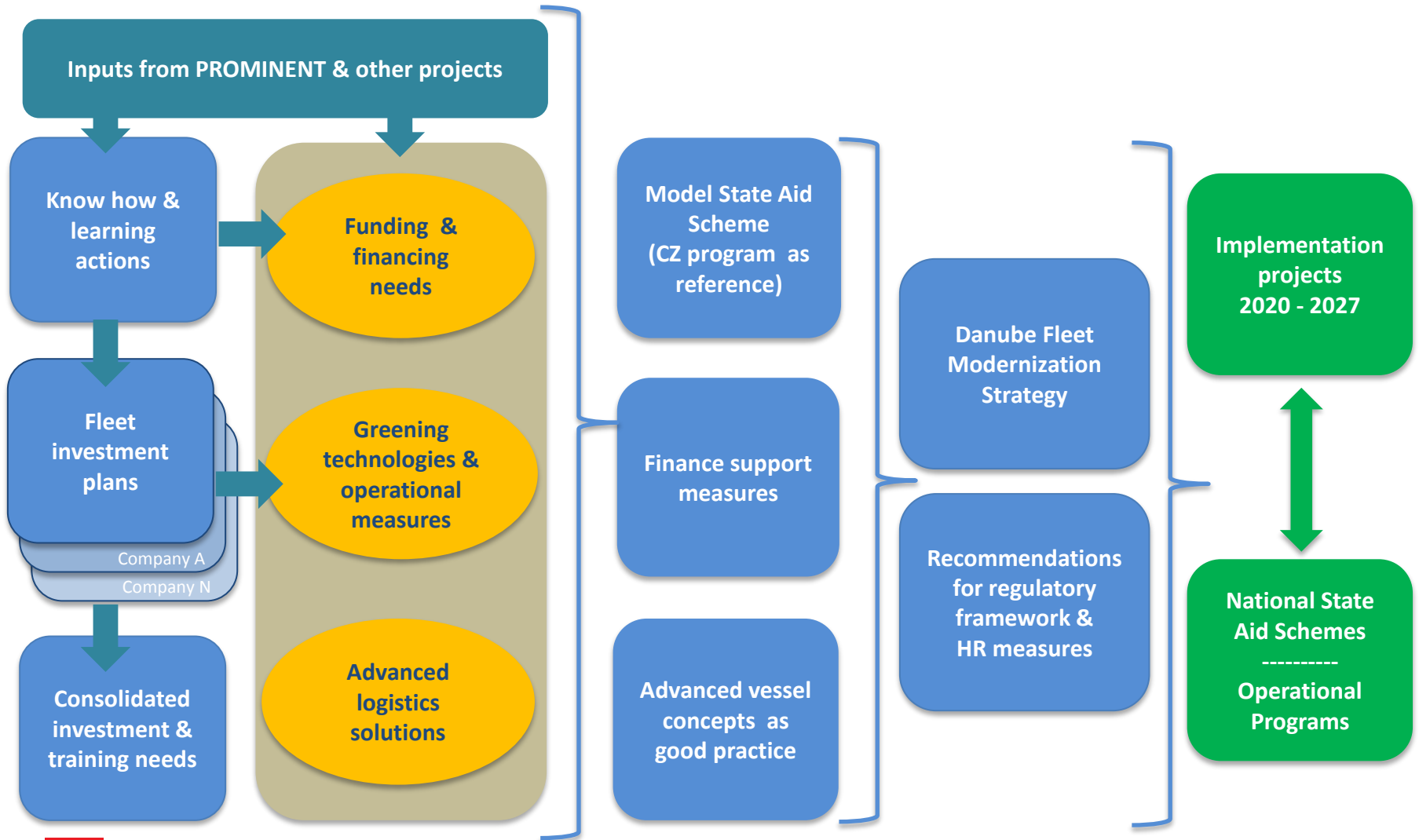
Draft	2,00	2,30	2,50	2,70
Total Revenue ( Euro )	125.700	157.125	188.550	219.975
Total Costs (Euro)	140.863	145.891	150.919	155.947
Profit	-15.163	11.234	37.631	64.028
Profit %	-12,06%	7,15%	19,96%	29,11%
Profit per to	-2,53	1,50	4,18	6,10



© Prominent 2017

See also Prominent (H2020)

# Work approach in project initiative GRENDEL



# Why public support for Danube fleet modernization?

- Various **studies point to great value for society and to necessity of public interventions** in order to speed-up greening of inland fleet in Europe
- **Limited added value due to NRMM Stage V** as only applicable for new engines from 2019/2020
- **NO legislation for existing vessels** and their engines to bring down pollutant emissions
- **NO incentive or funding programmes** in the Danube region
- **Hardly any business case for greening solutions** (except for LNG with high oil price scenario)
- Without intervention **ship owners will keep using the old** (polluting and inefficient) **engines**. This results in poor levels of emission reduction over the next decades and persisting high levels of harmful air pollutants (NO<sub>x</sub>, PM) and high CO<sub>2</sub>
- **Danger that old (polluting) vessels pushed out from Rhine** will be transferred to the Danube
- Modernization of Danube fleet must be **coordinated and in line with Western Europe**



LNG-fuelled type C tanker EcoLiner developed by DAMEN within the LNG Masterplan for Rhine-Main-Danube project (2013-2015) © DAMEN

# Catching up with help of GRENDEL – Project key facts



## FUNDED PARTNERS

- Fleet owners & operators
- Innovation & technology organisations
- IWT development organisations (industry representatives)
- Education institutes
- Ship design experts
- River commission (Danube Commission)



## ASSOCIATED STRATEGIC PARTNERS

- Ministries & their implementing bodies
- Other fleet owners & operators



## NON-FUNDED STAKEHOLDERS

- Fleet owners & operators
- Logistics service providers
- Technology providers
- Cargo owners



## 1.8 MEUR

- ERDF contribution: 85%
- IPA contribution: 85%
- State contribution: up to 15%
- Own contribution: up to 15%



## 07.2018 - 12.2020

- 30 MONTHS





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## Statement of Ms Gesine Meissner, MEP





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## Statement of Ms Viorica Dancila, MEP





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## Statement of Mr Pavel Telicka, MEP





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## Statement of Mr Peter Kouroumbashev, MEP





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## Statement of Mr Ionut Pucleanu, Mayor of Galati, Romania



# Danube Transport Day

European Parliament, 23.11.2017



**pro DANUBE**  
INTERNATIONAL

**THE VOICE FOR BETTER  
INFRASTRUCTURE AND  
INNOVATION IN DANUBE  
TRANSPORT**

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## Danube Sustainable Transport Axis for Europe

