



Danube Ports Days 2026

23-24 September, Belgrade

Organised by Pro Danube back-to-back with EUSDR PA1a

Agenda – Day 1: 23 September 2026

- Registration & Welcome Lunch (12:00-13:30)
- **Setting the Scene – The EU Ports Strategy** (13:30-14:30)
Moderated by Robert RAFAEL, Pro Danube International
 - Pro Danube International – Herfried LEITNER
 - EUSDR PA 1a – Monica PATRICHI
 - DG MOVE – Mutien MARCHANDISE
 - Danube Commission – Dejan TRIFUNOVIĆ
 - Transport Community – Tālis LINKAITS
- **Ports, Policy and Benefits: What the EU Ports Strategy Means for Business** (14:30-15:30)
Moderated by Antonio STOEAN, Pro Danube International
 - Ministry of Construction, Transport and Infrastructure – Vladimir BATALOVIĆ
 - Port Governance Agency – Srdja LJEŠEVIĆ
 - DP World Serbia – Gökhan YURTEKEN
 - Prvo Parobrodsko Drustvo – Ivana MIHAILOVIĆ
 - Lüftner Cruises – Radu COMANICI
 - GRIP and DiVINE Projects – Jasper TANIS
- Coffee Break (15:30-16:00)
- **Where Strategy Meets Execution** (16:00-17:30)
Panel discussion moderated by Saša JOVANOVIĆ, iC Consulenti
 - SYNERGETICS Project – Igor BAČKALOV
 - Port "Dunav" Pancevo – Sanja ĐURIŠIĆ
 - Elixir Group – Vladimir TODOROVIĆ
 - ILR Logistica Romania S.R.L. – Marian BUJOR
 - Maritime Ports Administration Constanta – Daniel JARNEA
 - Pro Danube International – Herfried LEITNER
- Closing of the Day (17:30-17:45)
- Networking Dinner (18:30)

Agenda – Day 2: 24 September 2026

PA 1a Workshop on Port Infrastructure and Management

- Registration & Welcome Coffee (09:00-09:30)
- **Introduction & Welcome**
 - EUSDR PA 1a Coordinators
 - Danube Commission
- **Developments on Port Infrastructure and Future Alignments with EU Ports Strategy**
 - The Danube-riparian countries have been asked for the latest updates on port policies and infrastructure projects
- **Transnational Initiatives**
 - Dewatering & Silent Piling Romania
 - Connect4Shore
 - Good Inland Ports Status - An Industry Initiative presented by Saša JOVANOVIĆ, iC Consulenter
- Networking Lunch (12:30-14:00)

Danube Ports Network – Danube Ports Days



Green Inland Ports

Danube Ports Days 2023

23 – 24 November

📍 thinkport VIENNA and online



Green Inland Ports

synergetics

MultiRELOAD

Danube Ports Days 2024

29 – 30 October

📍 Budapest, Hungary, Hybrid



Green Inland Ports

synergetics

PIONEERS
Innovative Innovation Open Network
for Efficiency and Emissions
Reduction Solutions

Danube Ports Days 2025

16 – 17 September

📍 Constanta, Romania | Hybrid



Setting the Scene – The EU Ports Strategy



OPEN LETTER

Ensuring Safe, Reliable and Predictable Navigation on the Danube



To the European Commission, the Danube-riparian countries' authorities, relevant waterway administrations, the Danube Commission, and all responsible public bodies,



Subject: Urgent call for a sustainable solution for navigation conditions on the Danube

THE CURRENT SITUATION



Exceptionally low water levels and discharge on the Danube present serious challenges for navigation.



Cooling water supply for the Paks Nuclear Power Plant is critical. The Hungarian authorities have taken emergency measures to safeguard its safe operation.



Measures include the anchoring and submerging of two barges and the construction of a bottom sill below the plant's water intake channel.



The construction works require the full closure of the waterway to navigation in the affected area and are currently planned to continue until 30 November 2026.



Notices to Skippers have been issued. Temporary and partial openings of the fairway are announced when conditions allow.



THE CHALLENGE



Lack of predictability regarding when navigation will be possible and when the waterway will be closed.

Temporary openings announced only a few hours in advance do not allow the sector to plan. This leads to waiting times, disrupted supply chains, additional costs and a loss of confidence in the Danube as a reliable transport corridor.



WE THEREFORE CALL FOR COORDINATED ACTION

Pro Danube International calls upon the respective authorities, waterway administrations and all relevant public bodies to work together with the navigation sector towards a safe, transparent, reliable and predictable framework for navigation during the ongoing works.

1



MAXIMUM POSSIBLE CONTINUITY OF NAVIGATION

Where technically and safely feasible, every effort should be made to enable vessels to pass the affected area and to minimise the duration and frequency of full fairway closures. Temporary navigation windows should be considered whenever conditions permit.

2



PREDICTABLE NAVIGATION WINDOWS

Where temporary openings are possible, stakeholders should receive information as early as possible regarding the expected timing and duration of such openings. Even indicative information or advance forecasts would significantly improve planning of vessel movements, cargo flows and logistics operations.

3



TRANSPARENT AND TIMELY COMMUNICATION

All navigation restrictions, changes to restrictions and planned navigation windows should be communicated through clear, consistent and easily accessible channels. Information should be provided sufficiently in advance and updated immediately whenever circumstances change.

4



REGULAR COORDINATION WITH THE NAVIGATION SECTOR

We propose weekly coordination meetings (preferably towards the end of each week) involving all relevant stakeholders. Following each meeting, an agreed operational outlook for the following week should be communicated, including navigation conditions, expected restrictions, potential windows and factors that could lead to changes.

5



A COORDINATED MID- AND LONG-TERM SOLUTION

We call for the development of a sustainable solution that ensures both the safe operation of the Paks Nuclear Power Plant and reliable navigation on the Danube under present and future low water conditions. A long-term perspective is essential.

WHY THIS MATTERS



SAFE AND RELIABLE NAVIGATION
for all vessels on the Danube



RESILIENT SUPPLY CHAINS AND COMPETITIVE LOGISTICS
for industry and trade



ECONOMIC STABILITY FOR PORTS, SHIPPING COMPANIES AND INDUSTRIAL OPERATORS



SUSTAINABLE TRANSPORT SUPPORTING EUROPE'S CLIMATE AND ENVIRONMENTAL GOALS



STRONG COOPERATION BETWEEN AUTHORITIES AND THE NAVIGATION SECTOR

Pro Danube International remains committed to constructive dialogue and looks forward to continuing close cooperation with all partners to ensure that the Danube remains a safe, reliable, sustainable and competitive inland waterway for Europe.

OUR FOCUS TOPICS

Pro Danube International addresses key topics that are essential for the sustainable development and competitiveness of inland waterway transport and ports in the Danube Region.



INLAND NAVIGATION & PORTS DEVELOPMENT

Strengthening the role of inland navigation and ports to support sustainable, efficient and intermodal transport chains.



SUSTAINABILITY & GREEN TRANSITION

Promoting environmentally friendly solutions, alternative fuels and climate resilience in inland waterway transport.



DIGITALISATION & INNOVATION

Driving digital transformation, data exchange and smart solutions to enhance efficiency, safety and competitiveness.



SKILLS & EDUCATION

Addressing the need for skilled professionals and promoting education, training and knowledge sharing in the sector.



COOPERATION & NETWORKING

Building strong partnerships and networks to foster dialogue, exchange best practices and develop joint initiatives.



POLICY & REGULATORY FRAMEWORK

Supporting evidence-based policy making and advocating for fair, harmonised and future-proof regulations.



SAFETY & SECURITY

Enhancing safety standards and security on inland waterways and in ports to protect people, goods and the environment.



INTERMODALITY & LOGISTICS INTEGRATION

Promoting seamless connections between inland waterways and other transport modes for efficient logistics chains.



ECONOMIC DEVELOPMENT & COMPETITIVENESS

Boosting the economic contribution of inland navigation and ports to regional growth, jobs and European competitiveness.



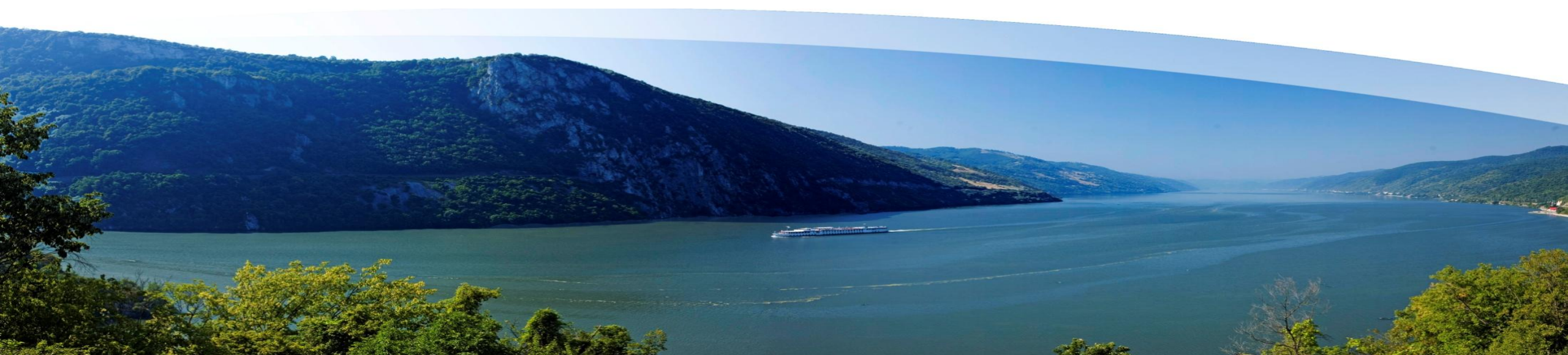
DANUBE REGION COOPERATION

Supporting cooperation among Danube countries to achieve shared goals and a prosperous, connected Danube Region.



EUSDR PA1a

Danube Ports Days 2026, 23rd of September 2026, Belgrade



PA1a coordinators



Austria

 Federal Ministry
Innovation, Mobility
and Infrastructure
Republic of Austria

Markus Simoner
markus.simoner@bmk.gv.at

viadonau

Gert-Jan Muilerman
gert-jan.muilerman@viadonau.org

Viktoria Weissenburger
viktoria.weissenburger@viadonau.org

Iris Marstaller
iris.marstaller@viadonau.org



Romania



Ministry of Transport and Infrastructure

Monica Patrichi
monica.patrichi@mt.ro

Cristian Dobrițoiu
cristian.dobritoiu@mt.ro

Adrian Olteanu
comunicare@mt.ro

Mirela Mihalache
mirela.mihalache@mt.ro

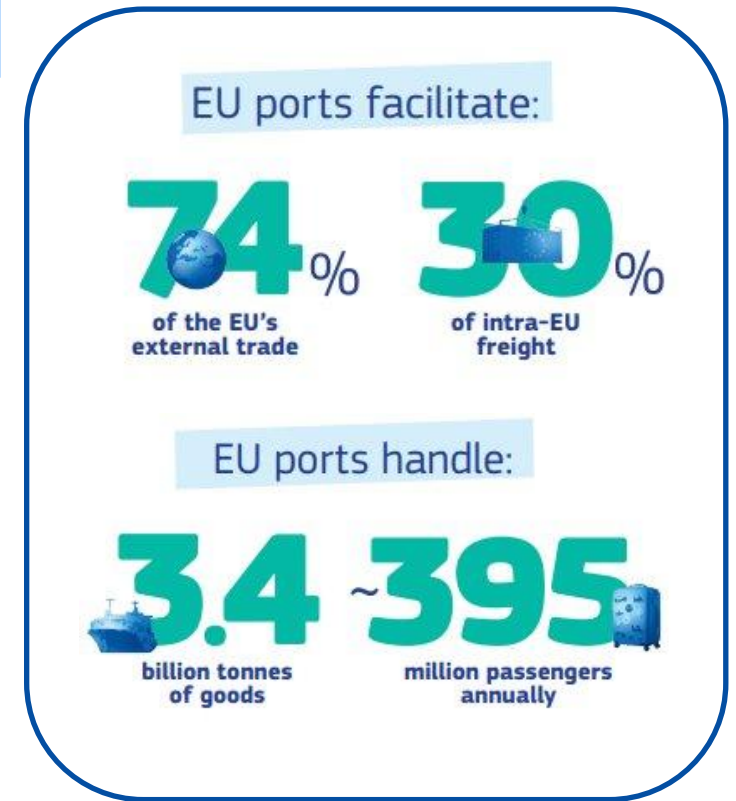
EU Ports Strategy

Unit Ports, Security and Inland Navigation (MOVE.D.3), European Commission

The strategic role of EU ports

Ports are **critical infrastructure** at the heart of Europe's economy, security and sustainability.

- **Gateways to global trade:** EU ports handle over **3.4 billion tonnes of goods (74% of EU external trade)** and nearly **400m passengers annually**.
- **Drivers of competitiveness and industrial strength:** Ports underpin the EU's export capacity, supply chains and logistics networks, supporting around **423.000 direct jobs** and generating approximately **€90 billion turnover**.
- **Energy and climate transition hubs:** Around **40% of cargo handled is energy-related**, positioning ports as key platforms for electrification, offshore wind deployment, hydrogen imports and alternative fuels infrastructure.
- **Anchors of the blue economy and coastal cohesion:** Ports sustain **coastal, island & OR communities**, fisheries, maritime clusters and regional economies, contributing to territorial cohesion and sustainable blue growth.
- **Pillars of resilience, economic security and defence:** Ports are strategic **dual-use infrastructure**, critical for supply chain resilience, **military mobility** and protection against cyber, hybrid and organised crime threats.



550 ports

connecting Europe
and beyond*

*Ports on the TEN-T Network



327

Maritime ports



223

Inland ports



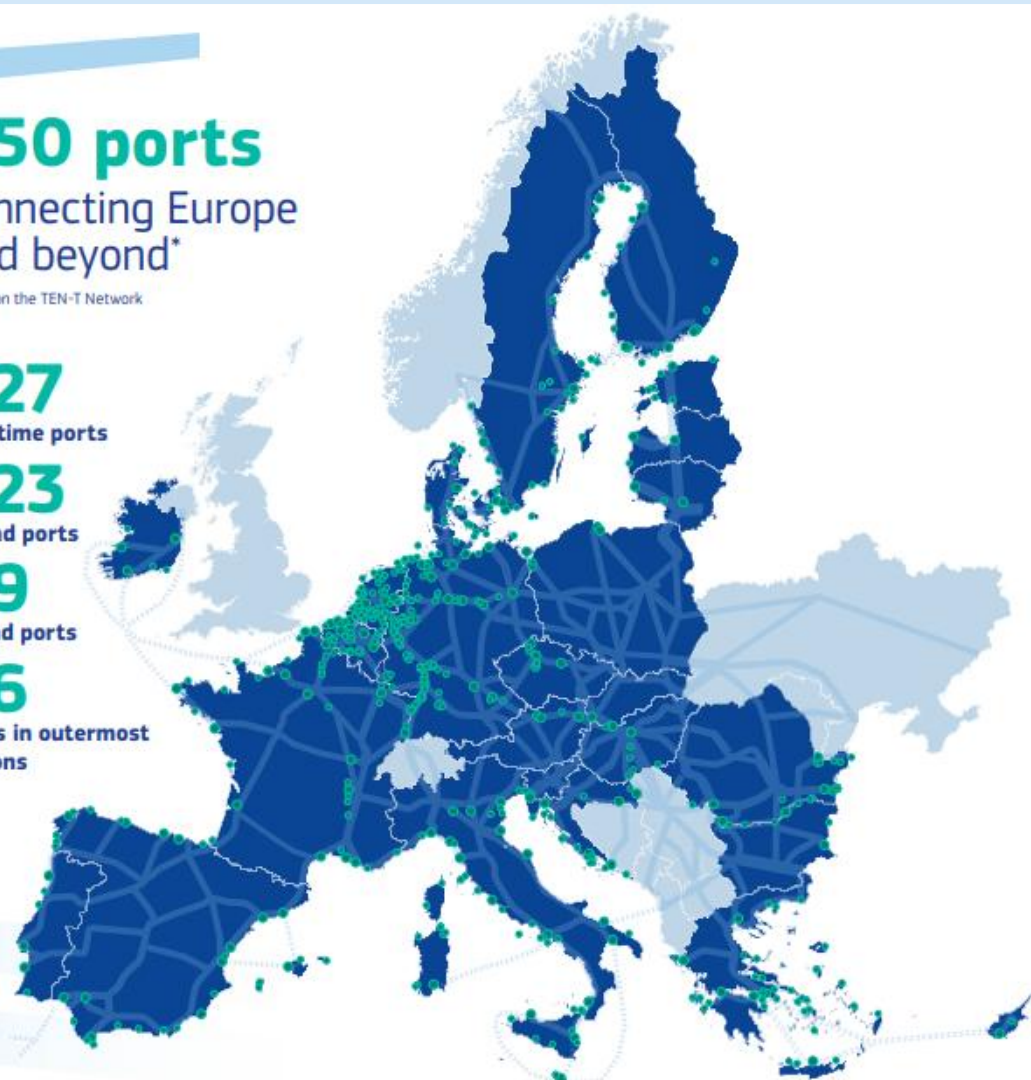
99

Island ports



26

Ports in outermost
regions



St. Martin (FR)



Mayotte (FR)



Guadeloupe Martinique (FR)



Réunion (FR)



Canary Islands (ES)



Azores (PT)



Madeira (PT)



Guiana (FR)

EU ports in numbers

Europe's economic security, clean industrial transition and global connectivity depend on **strong, competitive, sustainable and secure ports.**



108	Germany	8	Bulgaria
58	Netherlands	8	Estonia
50	Italy	8	Hungary
49	France	6	Ireland
42	Spain	5	Poland
41	Greece	4	Austria
27	Sweden	4	Malta
20	Belgium	3	Latvia
19	Croatia	3	Lithuania
19	Finland	2	Cyprus
18	Portugal	2	Slovakia
18	Romania	1	Luxembourg
17	Denmark	1	Slovenia
9	Czechia		



EU Ports Strategy: 5 pillars

*Boosting the **competitiveness, security and sustainability** of EU ports*

The Strategy supports EU ports by

Strengthening competitiveness, innovation and digitalisation.

Establishing **guiding principles for EU funding & investments in third-country ports**, developing **guidance on foreign ownership of EU ports**, and promoting **innovation**.

Advancing the energy transition, sustainability and clean industries.

Taking measures to promote **electrification & improved grid connection**. Setting out a **new roadmap for competitive small and medium-sized ports**.

Protecting and securing ports.

Combatting **drug trafficking & emerging threats**, port worker **background checks** & third-country **port assessments**, sharing **cybersecurity best practices**, & conducting an EU-wide security risk assessment.

Promoting social cohesion, skills and quality jobs.

Supporting **small & medium-sized ports** by promoting innovation, clean energy, security & connectivity, developing a **skilled workforce** & providing guidance on **maritime safety** & alternative fuels.

Facilitating access to finance and investment.

Clearer & more **coordinated funding principles** while facilitating access to advisory services & de-risking tools, with particular attention to the needs of small & medium-sized ports.



Pillar I – Competitiveness, Innovation & Digitalisation

Key elements

- Competitiveness:
 - EU ports compete for global trade, investment and logistics flows.
 - Level-playing field with 3rd country ports.
 - Efficient hinterland connections and logistics chains are essential advantages.
- Economic security
 - Risks and opportunities of foreign ownership and influence in strategic port infrastructure.
 - Digital systems and logistics platforms are part of strategic infrastructure.
- Innovation & digitalisation
 - New technologies (AI, automation, clean technologies) boost efficiency and sustainability.
 - Digital solutions optimise port calls, logistics chains and data sharing.

Flagship Actions

Support the digital and green transformation of European ports through **innovation, promoting scale-up, replication and uptake** of innovative port equipment and technologies.

Develop **guidance to Member States with criteria for assessing foreign investments in ports & a framework for mapping and monitoring foreign investments in ports.**

Use **guiding principles for EU funding and investments in third country ports** (Annex 1).

Recommendations to Member States

- Play a leading role in setting global technical standards.
- Prevent, mitigate and tackle the risks associated with foreign ownership and control of strategic dual-use port infrastructures.
- Streamline land use planning and permitting procedures for additional areas for port use and take-up of innovation in ports.
- Aim for a balance between return on investments for private operators and suitable contractual obligations.

Pillar II – Energy Transition, Sustainability & Clean Industries

EU ports are central to the **decarbonisation** of maritime transport and industry. They are key **gateways for renewable energy, hydrogen imports and clean fuels**, and essential to achieving EU climate and energy objectives.

Key challenges



- Investment needs for OPS and alternative fuels infrastructure
- Grid capacity constraints in major port areas
- Slow and complex permitting procedures
- Risk of fragmentation and uneven deployment across Member States

Flagship Actions

Accelerate permit-granting and provide faster assessment procedures for strategic energy, recycling and decarbonisation port-related projects, through the Grids Package and the Environmental Omnibus.

Accelerate **port electrification**, provide timely and non-discriminatory access to the grids.

Promote **partnerships for energy cooperation in and around port areas** for sustainable use of energy, including hydrogen.

Recommendations to Member States

- Prioritise port electrification and grid reinforcement in national energy plans.
- Allocate a part of ETS revenues to maritime decarbonisation investments across the maritime cluster, incl. sustainable infrastructure and OPS.
- Streamline permitting procedures for strategic port energy projects.
- Facilitate coordination between transport, energy and industry authorities.

Pillar III – Protect & Secure Ports

EU ports are **critical infrastructures and key entry points** for trade, energy supply and military mobility. Growing threats from organised crime, cyberattacks and hybrid risks require stronger protection of port operations and logistics chains.

Key challenges

- Organised crime infiltration in container logistics and port operations.
- Increasing cybersecurity vulnerabilities in digital port systems.
- Emerging hybrid threats (GNSS interference, drones, sabotage).
- Risks linked to foreign control of strategic port infrastructure.



Pillar III – Internal security

The shifting geopolitical landscape has amplified terrorism, sabotage, organised crime and corruption.



Recommendations to Member States

- Strengthen port security controls and inspections.
- Improve cooperation between ports, customs and law enforcement.
- Adopt best practices shared by the Port Alliance.
- Ensure full implementation of cybersecurity requirements.
- Assess security risks related to foreign investments in ports.

Flagship Actions

Update and revise existing guidance, including on emerging threats, and promote a global level playing field for EU ports security.

Building on the work of the European Ports Alliance, establish frameworks for **third-country port assessments** & improve alignment of customs controls across EU ports together.

Establish framework for **background checks for port workers**.

Extend security efforts to **inland ports**.

Public-private information exchange between customs and maritime logistics on drug trafficking and illicit trade.

Pillar III – Resilience

Climate change hazards, accidents and malevolent events are a significant threat to EU infrastructure. A network is only as strong as its weakest link, therefore **sufficient redundancy and alternative connections in the TEN-T network** are critical to protect supply chains, prevent economic shocks and ensure military mobility.



Recommendations to Member States

- Ports should develop their own climate resilience plans
- Member States should include ports when implementing CER Directive.
- Optimise mapping, information sharing and coordination to set up and protect stockpiles and minimise disruptions.
- Protect and strengthen vulnerable infrastructure, superstructure and equipment and address bottlenecks
- Ensure sufficient redundancy and capacity to absorb short and medium term disturbances in the logistic chain.

Flagship Actions

Put forward an **EU Integrated framework for climate resilience**.

Exchange of best practices on climate resilience action plans within EU Maritime Space.

EMS coordinator will **facilitate resilience planning** with other European Transport Corridor Coordinators.

Pillar IV – Access to Finance & Investment

EU ports face **significant investment needs** driven by:

- Decarbonisation and energy infrastructure (OPS, clean fuels).
- Growing trade flows and larger vessels.
- Security, resilience & digitalisation
- Climate adaptation & sustainability

A mix of EU, national and private funding, supported by predictable regulatory frameworks and de-risking tools, will be essential.

EU support for port investments

- ❑ Since 2014, the EU has supported port projects with ~€10 billion in deployment funding and €200+ million in R&I.
- ❑ EIB Group has supported port projects with €2.8bn (2014–2025)

Next step: CEF will prioritise Onshore Power Supply (OPS) in a 2026 call.



Flagship Actions:

- Set overall **priorities and conditions** for all funding instruments (Annex 1).
- Engagement with national promotional banks and private investors.
- Improving access to financing and project preparation via EIB.
- Encourage the sector to “**think out of the box**” (by supporting ports to diversify into clean energy, digital and blue tech services – using targeted EU funding, advisory support and PPPs to de-risk innovative projects).

Pillar V – Social cohesion, Skills & Jobs

The green and digital transition will transform port operations. Ensuring **skilled workers, quality jobs and safe working conditions** is essential for the long-term competitiveness and **social sustainability** of EU ports.



Key challenges

- Ports vital for connectivity (arctic, coastal, islands, outermost regions).
- Workforce up-/reskilling for digitalisation, clean energy and alternative fuels.
- Ensuring safe working conditions and quality jobs in port operations.

Flagship Actions

A new **roadmap for competitive small and medium ports** (Annex 2).

Strengthen dialogues and support the development of best practices and guidance on enhancing port-city relations.

Support upskilling and reskilling initiatives, incl. the development of a skilled next-generation workforce across all blue economy sectors, including ports, through actions under the Blue Generational Renewal Strategy.

Support social partners and relevant stakeholders to establish a Pact for Skills for the ports sector on upskilling, reskilling and inclusion of workers.

Prepare **guidance on (i) onboard safety for workers and (ii) safe handling of new fuels**.

Recommendations to Member States

- support infrastructure, clean energy and fuel, safety, and sustainability improvements for small and medium sized-ports.
- Ensure implementation and respect of Union and national labour legislation and collective bargaining agreements.

Process & Next Steps

Delivering the Strategy



Extensive consultation carried out with all stakeholders, including Member States:

- Call for Evidence;
- European Ports Forum meetings;
- Strategic dialogues hosted by Commissioner Tzitzikostas.

See [Staff Working Document \(Stakeholder Consultation - Synopsis Report\)](#).



Cooperation : Successful implementation will be based on cooperation with:

- Member States and port authorities
- Energy, industrial and infrastructure actors and social partners
- Port and all relevant stakeholders.

Setting the Scene – The EU Ports Strategy





Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission

Austria Bulgaria Croatia Germany Hungary Moldova Romania Serbia Slovakia Ukraine



Presentation by the Danube Commission on the EU Ports Strategy

Manfred Seitz, Dejan Trifunovic
Danube Commission Secretariat

DANUBE PORTS DAYS 2026
Belgrade, 23 and 24 September 2026



International Intergovernmental Organization

Legal basis: Convention for the Regulation of Navigation on the Danube, Belgrade, 1948

- 11 member states of convention: 7 EU and 4 non-EU; since 1954 based in Budapest
Russian Federation has been excluded since 17 March 2022
- **New Convention** in consideration (limited to *Danube riparian states as members*) – alternative?
- **Fundamental reform of Secretariat and work of Danube Commission:**
 - *Adapting tasks and structures to meet the challenges of Danube navigation*
 - *New language regime (EN & DE as working languages as from 1 July 2026)*
- **NEW APPROACH: Coordination and cooperation platform of Danube States, competence center and service provider for members and EC, support to implementation of relevant EU related policies**
- **No legislation, but recommendations & services to member states**
- **Working in expert groups** (hydro-technic, personal, waste, security, statistics, ports) **and in working groups** (technical, legal & financial) as well as in **two annual sessions**;
- **Private IWT industry is included in expert groups**;
- **Providing technical assistance to EC/DG MOVE - Grant Agreement 2023-2027; 13 tasks, among :**
 - 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]
 - Support RD-Corridor management
 - Greening fleet and ports in the view of climate change
- **Involvement in strategic EU funded projects (RTD, EC commissioned studies, Interreg, etc.)**
- **Strengthen the cooperation with international organisations, EUSDR PA1a, PIANC, EDINNA, NGO's**





Register of Damage in the Lower Danube Region caused by Russian Military Actions

Pursuant to the Danube Commission's competence in accordance with Article 8 of the Convention regarding the Regime of Navigation on the Danube (Belgrade 1948), the 104th session of the Danube Commission decided to establish a Register of Damage to collect data on the military actions of the Russian Federation that systematically impede free and safe navigation in the Lower Danube region (decision DC/104/CP/1f/1).

The Register of Damage refers to numerous established accounts of the Russian Federation's (RF) military attacks in the lower Danube region, which endanger and harm Danube navigation according to Article 3 of the Belgrade Convention.

The establishment of the Register of Damage was made with the desire to restore free and safe navigation on the Danube in accordance with the interests and sovereign rights of the Danube countries, as well as strengthening economic and cultural ties between the Danube countries and other countries.

The Danube Commission invites the affected Danube countries to provide the Secretariat, with verified information, on all damage caused by military attacks by the Russian Federation that impedes free and safe navigation in the lower Danube region.

Online on website of Danube Commission since April 10, 2026 – Quarterly updates to come

Register of Damages RF Attacks

<https://www.danubecommission.org/dc/en/register-of-damage-in-the-lower-danube-region-caused-by-russian-military-actions/>

Ukraine:

[Information provided by Ukraine for inclusion in the Register of Damage in the Lower Danube Region caused by Russian Military Actions](#)

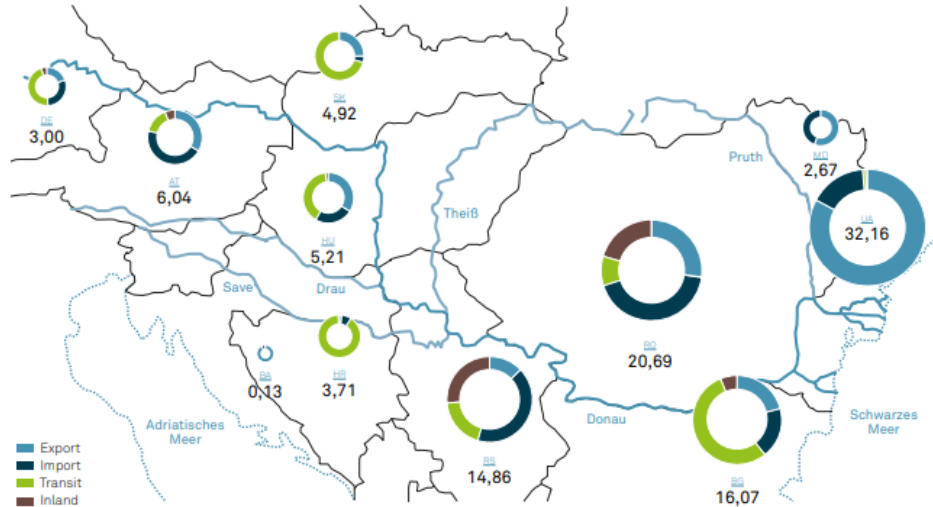


Republic of Moldova:

[Information submitted by the Republic of Moldova for inclusion in the Register of Damage in the Lower Danube Region caused by Russian Military Actions](#)



Freight transport on Danube & Sava 2023: 55,2 mio tons



Source: via donau, Annual Report 2024

➤ Shortcomings in fairway maintenance and backlog in infrastructure investment (waterway & ports)

- Fairway depth limitations -> Strong dependency on waterway conditions -> reduced vessel draught, higher costs, reliability problem in managed supply chains
- Transport volume in 2007: 49 mio tons / 2022: 40,6 mio tons
- Losses to road and rail transport, de-industrialization of Europe as part of globalization, change in cargo structure;

Main challenges for Danube navigation

- Reduce administrative barriers -> “Same river – same rules”
- Modernize of Danube fleet -> prepare transition to zero emission & expand current markets
- Ensure digitalization and prepare for automation
- Strengthen transnational/cross- border cooperation (fully digital transport corridor EU-non-EU)
- Mitigate impact of climate change / adapt IWT to climate changes and increase resilience

“...Climate Change in the Danube has twice the magnitude of the global average”,

“A 1.5°C global warming scenario (extremely optimistic) will have to consider a 3°C warming impact in the Danube basin”

Prof. Mauser (LMU): Climate Change and the Danube River Basin – Assessment and next steps, Joint Statement meeting 15-16 September 2021

- **Ensure skilled workforce and good working conditions in IWT sector**
- **Improve human capacity of waterway and port administrations, navigation authorities (institutional capacity problem)**



Cargo turnover (loaded & unloaded) of the Danube ports 2019-2025/ (thousand tonnes)

Country/year	2019	2020	2021	2022	2023	2024	2025
Germany	3.274	3.511	2.999	2.410	2.228	2.047	2.266
Austria	6.452	6.050	6.356	5.363	5.123	5.349	5.130
Slovakia*	1.664	1.553	1.846	1.934	1.509	1.473	1.700
Hungary	6.064	6.742	5.715	4.063	3.604	4.019	3.940
Croatia**	814	948	697	582	364	392	319
Serbia**	9.735	8.164	13.610	12.023	12.031	12.816	12.280
Bulgaria	5.385	5.431	7.111	7.104	7.026	7.520	5.997
Romania	28.474	27.307	28.457	24.355	28.857	23.759	19.499
Republic of Moldova	1.299	1.185	1.819	2.144	2.668	2.579	2.626
Ukraine	5.629	4.055	5.505	16.505	32.021	17.396	8.907

* Only Bratislava and Komarno

** The figures for Croatia and Serbia also include the countries' transport volumes on the Sava River

Sources: Market Observation for Danube Navigation 2019-2025



Danube fleet for cargo transport



- About **3,400 vessels** registered in the member states of DC (Danube fleet only) for cargo transportation
- About **3.4 million tonnes of total cargo capacity**
 - **Dry cargo:** almost **400 vessels** with a capacity of **440,000 tonnes** (estimated, total, self-propelled)
 - **Liquid cargo:** almost **40 vessels** with a capacity of **55,000 tonnes** (estimated, total, self-propelled)
 - **Barges:** about **2100 vessels** with a capacity of **2,800,000 tonnes** (estimated, total, non-self-propelled)
- Almost **440 self-propelled vessels** have about **270,000 kW** of total towing power, and around **680 towing and pushing boats** have an estimated **590,000 kW** of total towing power dedicated to moving around **2,100 non-self-propelled vessels** (barges)
- A huge number of the vessels are **more than 35 years old** (of which the Secretariat has the data on their year of construction)
- It's hard to estimate what proportion of the enumerated vessels is inactive → limitations of crew, lack of cargo, expired certificates, in need of repair, etc.



Priority: Ensure Good Navigation Status

- Meetings with waterway administrations & IWT stakeholders to discuss annual activities, plans, and available budget for maintenance of the Danube River fairway
 - **Joint Workshops with EUSDR PA 1a**
 - **Expert Meeting on Hydrotechnical Matters**
- Continuous monitoring of maintenance measures → interventions & meetings
- Interaction with barge operators on shortfalls (information requests & follow-up)
- Interaction with EC RD Corridor coordinator / Senior adviser
- Special focus on Hungary in 2026 due to the activities caused by extreme low waters
- Current activities:
 - Measures to improve fairway information on critical sections to avoid inaccurate depth limitations
 - Introduction of the “deep channel” concept, in order to ensure navigation during extreme low waters



Priority: Support waterway infrastructure improvements

- Support implementation of FAST DANUBE 2 project (RO/BG)
- Support FAIRway Danube II Project
 - Chairing the Stakeholders Forum on flexible infrastructure elements for Croatia, Romania and Bulgaria
- Actively involved in finding the appropriate approach for Bala –Borcea river engineering project to RO Mo T
 - Current project design is fundamentally opposed by Environmental NGO's (complaint to EC)
- **Joint Statement 2.0 approved by stakeholders and three Commissions (DC, ICPDR, ISRBC)**
 - New approach for sustainable river management
 - Launch of JS 2.0 occurred on 21-22 October 2025 at the JS Meeting in Budapest (EC RD Corridor coordinator Margarida Marques)
 - Implementation of the Online Knowledge Management System
- **Monitoring activities at other bottlenecks, critical riverbank sections at the Danube-Black Sea Canal, etc., respectively, pushing for activities**



Priority: GHG Emissions & Potential solutions for greening

Estimation of GHG emissions of the Danube cargo fleet

- Estimation of the total CO2 emissions from Danube cargo vessels: 1.6 million tons of CO2/year
- Diesel consumption of 513 mln. litres/year or 430,000 tons/year
- Basis for the estimation: definition of vessel types and operational profiles, values, and modelling tools to assess fuel consumption and emission outputs provided by projects such as PROMINENT

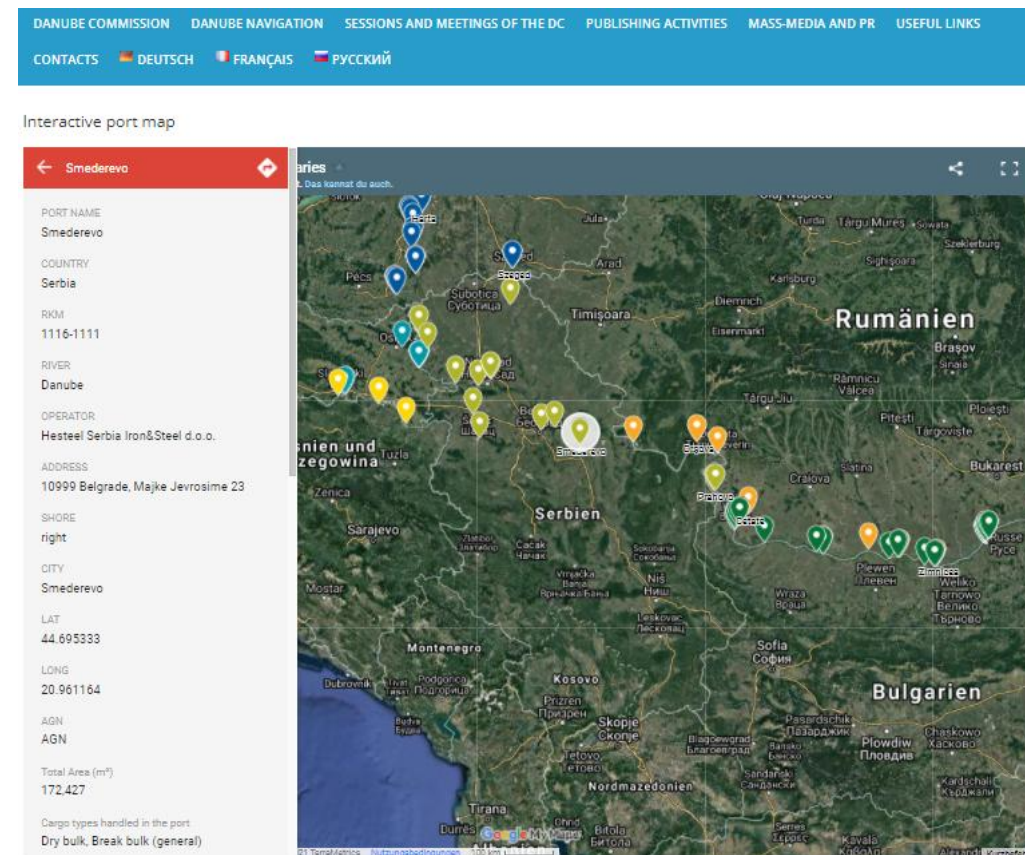
Potential solutions for the transition toward (near)zero emissions

- Stage V internal combustion engines (ICE) powered by renewable diesel (HVO-Hydrotreated Vegetable Oil)
- Stage V internal combustion engines operating on Liquid Bio Methane (LBM)
- Battery-electric propulsion systems
- Hydrogen-based technologies, used either in fuel cells (FC, electric propulsion) or in modified internal combustion engines
- Methanol-powered systems, applicable in both fuel cell configurations and traditional combustion engines



Building an interactive Danube ports infrastructure database

- DC has established a database on Danube ports with map visualization:
 - <http://www.danubecommission.org/dc/en/danube-navigation/danube-ports-map/>
 - 75 ports and 198 terminals covered by the dataset, regularly updated, more than **320.000 visits in 9 years**;
- Further develop the existing information into a full GIS based database on port infrastructure;
 - Adding additional port infrastructure parameters (physical, digital and environmental);
 - Upgrading web interface service;
 - Cooperating with stakeholders;
 - Assessing cooperation with TEN Tec database;
- Expert Meeting on Development of Ports and Port Operations (EM PORTS) since 2021;
- The DC initiative "Joint Statement of the Danube Port Authorities and Ports Stakeholders" from 2022 is aligned with the European Green Deal and the GRIP project.





Priority: EU Ports Strategy implementation

The EU Ports Strategy was adopted together with the Maritime Industry Strategy by the European Commission on 4 March 2026

General notifications:

- The Strategy document is comprehensive and targets current and future challenges for 550 ports in Europe, of which 220 are inland ports;
- Transparent procedure for adopting the Strategy, consultations with stakeholders: *Call for Evidence procedure in 2025* (DG MOVE – Unit D3 – Ports and Inland Waterways);
- Respected views of stakeholders, the final version of 4 March 2026 is significantly modified compared to the draft version from January 2026;
- Clear and concise Summary of measures in the annexes to the document;
- Expert Meeting on the Development of Ports and Port Operations, Ruse, Bulgaria, 23 April 2026 (The EU Ports Strategy - key topic of the agenda)
- The EC plans to propose, by key topic of the agenda2028, an action programme on Inland Waterway Transport (IWT) for 2028-2034, with particular emphasis on inland ports;
- The next Multiannual Financial Framework (MFF) 2028-2034 should shape EU investment priorities for the coming years, including transport issues and inland ports.



Priority: EU Ports Strategy implementation

Key notifications:

- The EU Ports Strategy recognises that EU ports must simultaneously remain competitive, handle growing trade demands, decarbonise, digitalise, and strengthen security;
- A major priority is competitiveness and flow efficiency. The EU wants to prevent cargo from shifting to non-EU ports because of cost, congestion, or regulatory imbalance. To support this, the strategy focuses on improving port productivity, simplifying procedures, and strengthening hinterland connections by rail and inland waterways;
- The EU wants ports to use digital tools to optimise port calls, cut turnaround and waiting times, improve customs and reporting processes, and strengthen data-sharing across the supply chain;
- Ports are increasingly exposed to organised crime, corruption, cargo contamination, cyberattacks, sabotage, drones, and geopolitical disruption. The EU plans stronger customs cooperation, better security protocols, background checks for port workers, and closer collaboration with third countries to reduce risks before cargo even reaches Europe;
- Ports are expected to become hubs for electrification, onshore power supply, alternative fuels, hydrogen, and clean industrial activity;



Priority: EU Ports Strategy implementation

Key notifications (continue):

- The EU Ports Strategy also highlights the need for resilience and preparedness. Climate risks such as flooding, sea-level rise, storms, and drought, as well as physical and cyber threats, can interrupt cargo flows;
- In accordance with the EU Ports Strategy the High-Level Maritime Industries and Ports Board will be established for support and effective implementation of the EU Ports Strategy/interest of stakeholders;
- Finally, the EU recognises that these goals require major investment. Funding will be directed toward port capacity, decarbonisation, digital systems, security, and multimodal connectivity.

➤ Complementary activity:

On 17 July 2026 the European Commission has adopted the Electrification Action Plan, setting out a comprehensive framework to accelerate electrification across the European economy and support the Clean Industrial Deal. The Action Plan is particularly relevant for ports and waterborne transport and contributes to the implementation of the EU Ports Strategy.

https://energy.ec.europa.eu/topics/eus-energy-system/electrification_en



Priority: EU Ports Strategy implementation

DC Secretariat will support the implementation of the EU Ports Strategy via its work with EM Ports

- *Update on policy framework relevant for Danube ports*
- *Existing / submitted / planned projects for greening and digitalization*
- *Implementation of the EU Ports Strategy*
- *Ensuring high security levels in Danube ports*
- *Ensuring skilled labor for Danube ports and socio-technical perspective*
- *Promotion of the high& heavy cargo transport on the Danube as part of the reconstruction of Ukrainian infrastructure and economy*
- *The next official expert meeting of Danube ports together with a joint workshop to promote the Danube as a transport route for high& heavy cargo as part of the reconstruction of Ukrainian industry and infrastructure is scheduled for 31 March and 1 April 2027.*

Thank you for your attention!

Secretariat of the
Danube Commission

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

H-1068 Budapest
Benczúr utca 25

www.danubecommission.org



Donaukommission
Commission du Danube
Дунайская Комиссия



Setting the Scene – The EU Ports Strategy





TRANSPORT COMMUNITY

Mr Tālis Likaits

Director

Danube Port Days 2026

Belgrade, Serbia



Assessing the development of Inland Waterways and Ports along the Indicative TEN-T Network

**State of Play based on the 2025 annual Report on the Development
of the Indicative TEN-T Core and Comprehensive Network**

Danube Port Days 2026
Belgrade, Serbia

TCT Annual reports

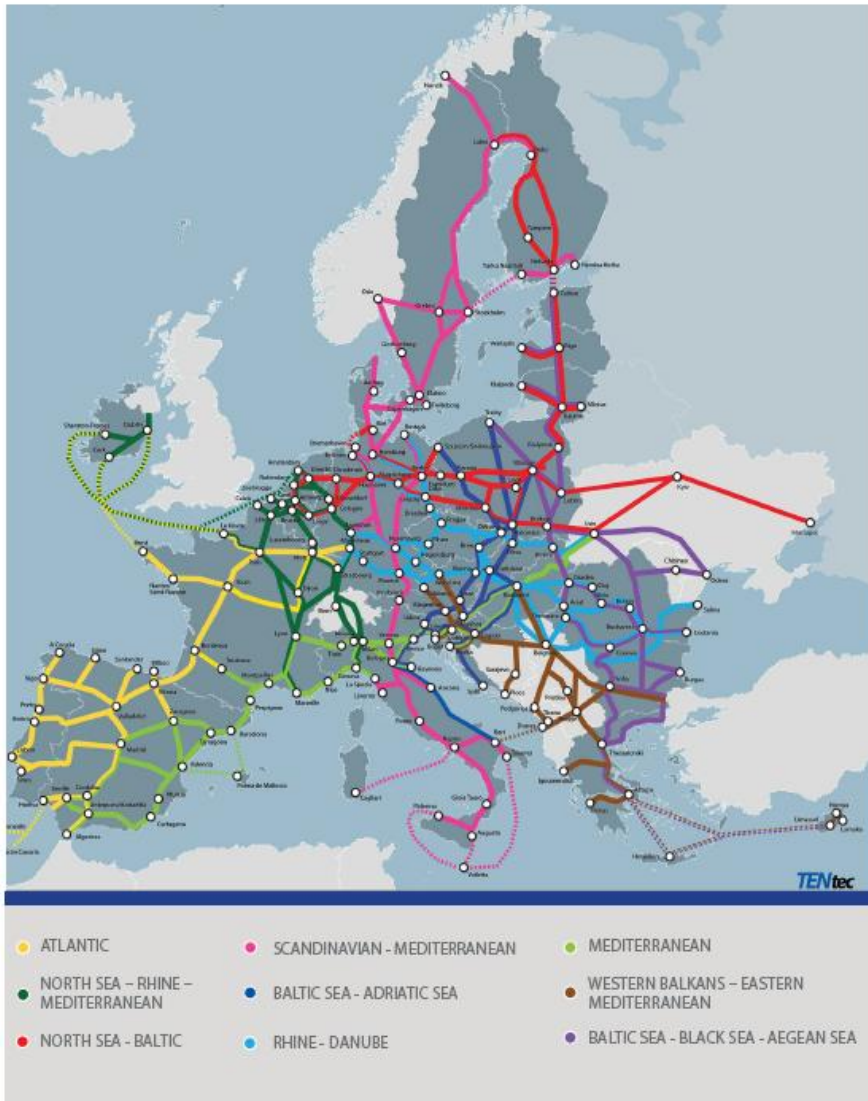
- Progress Report on Implementation of Next Generation Action Plans and EU Acquis Transposition for Western Balkans
- Development of Indicative TEN-T Extension of the Comprehensive and Core Network in the Western Balkans



- Progress Report on Implementation of the TCT Action Plans and Status of TCT Annex I Transposition for Georgia, Moldova, and Ukraine
- Development of the Indicative TEN-T Extensions of the Comprehensive and Core Network in Georgia, Moldova, and Ukraine

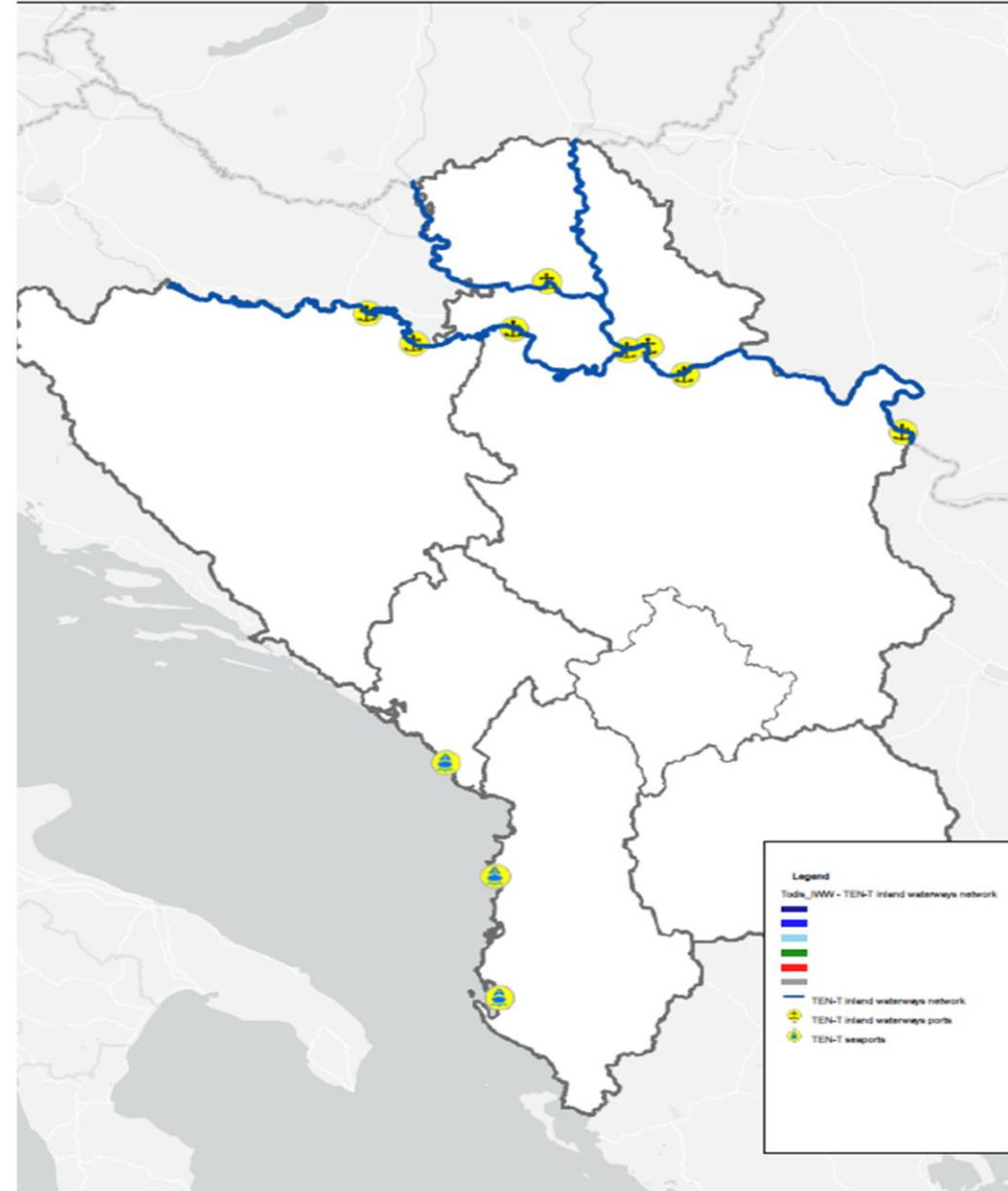
TEN-T Regulation

- The **TEN-T Regulation** is a key EU policy designed to create a seamless, multimodal transport network across Europe.
- **Dual-Layer (now Triple-Layer) Structure**
 - **Core Network**: the "backbone" of the system and must be completed by **2030**.
 - **Extended Core Network**: Introduced in 2024. Projects and missing links to be completed by **2040**.
 - **Comprehensive Network**: Covers all EU regions to ensure accessibility and connectivity to be fully operational by **2050**.



Waterborne in WB

- **Inland Waterway Network - 3 Rivers**
Rheine Danube Corridor - Core TEN-T network extension
- **Inland Waterway Ports - 8 Ports**
 - 3 ports in the Comprehensive TEN-T network extension
 - 5 ports in the Core TEN-T network extension



Inland Waterway Network



Article 23 Provide a navigable channel **depth of at least 2,5 m** and a minimum height under non-openable **bridges of at least 5,25 m**

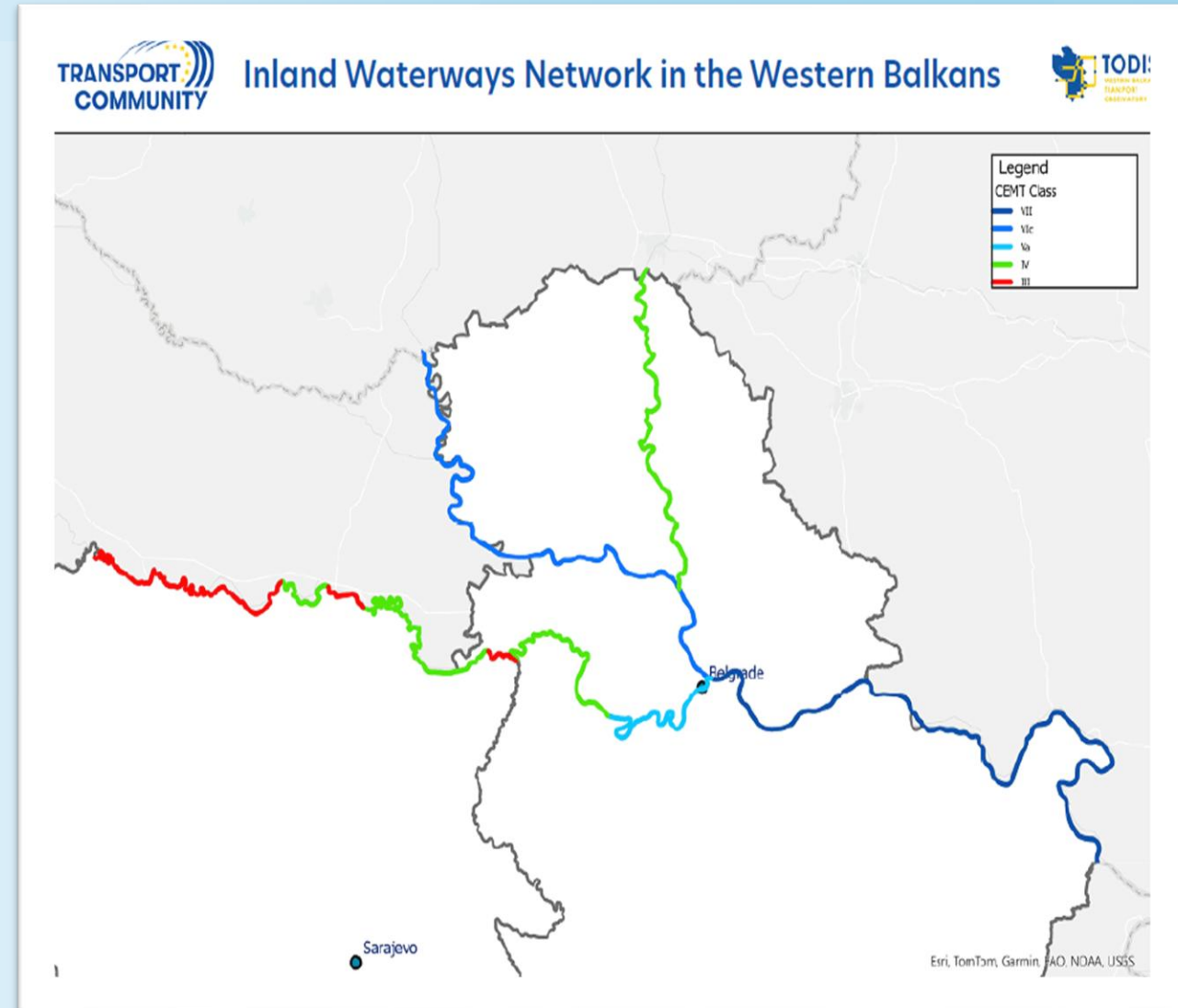
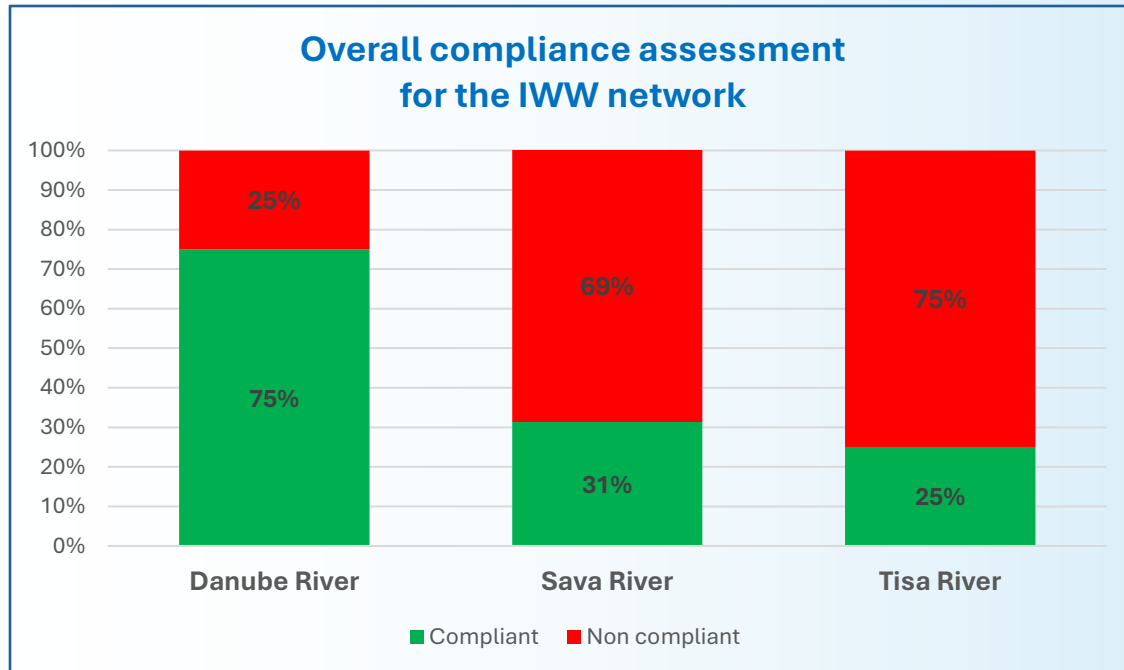
publish on a website the number of days per year during which the actual water level exceeds or does not achieve the specified reference water level for navigation channel depth, as well as the average waiting times at each lock.

locks are operated and maintained in such a way that waiting times are minimised

Equipped with **RIS**

Inland Waterway Network

River	Class IV	Publication	Locks	RIS
Danube	100%	0%	100%	100%
Sava	55%	0%	N/a	39%
Tisa	100%	0%	0%	0%



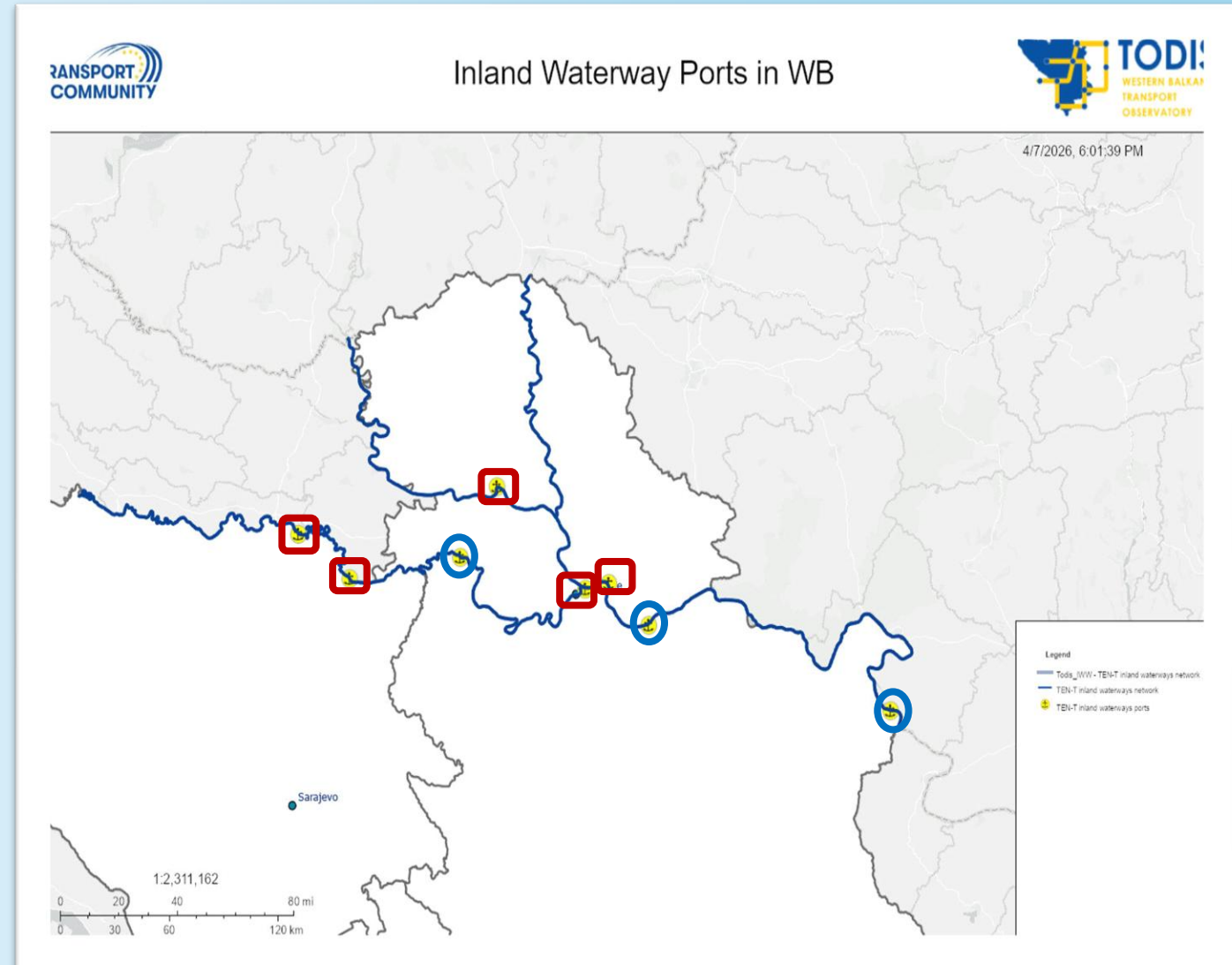
Inland Waterway Ports

Comprehensive TEN-T network extension

- Port of Sremska Mitrovica
- Port of Smederevo
- Port of Prahovo

Core TEN-T network extension

- Port of Brčko
- Port of Bosanski Šamac
- Port of Belgrade
- Port of Novi Sad
- Port of Pancevo



Inland Waterway Ports

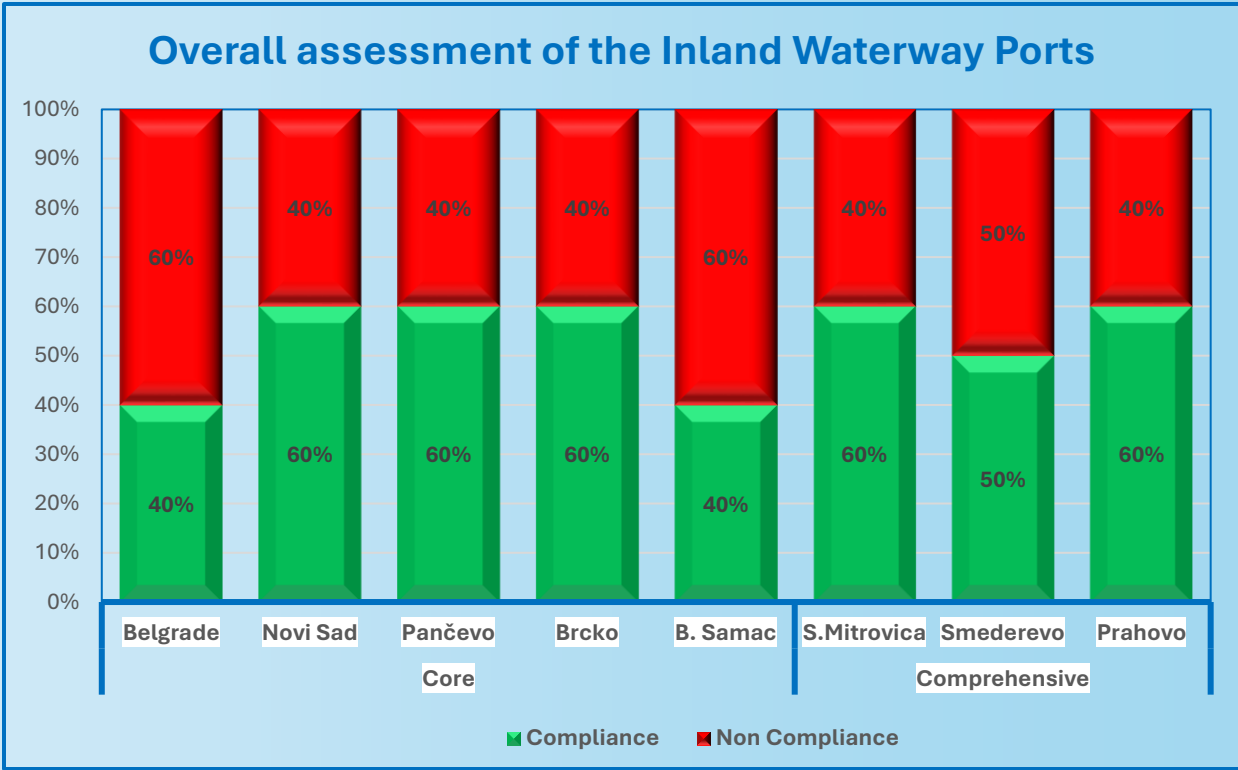
Article 22

- **alternative fuels infrastructure is deployed**
- equipped with **facilities to improve the environmental performance of vessels** in ports
- offer at least **one multimodal freight terminal open to all operators** and users in a non-discriminatory way
- Connection with the **road or rail** infrastructure



Inland Waterway Ports

TEN-T Layer	Port name	Rail connection	Road connection	Alternative fuels availability	Multimodal Terminal availability	Environmental Facilities
Core	Belgrade	Non Compliant	Compliant	Non Compliant	Compliant	Non Compliant
	Novi Sad	Compliant	Compliant	Non Compliant	Compliant	Non Compliant
	Pančevo	Compliant	Compliant	Non Compliant	Compliant	Non Compliant
	Brcko	Compliant	Compliant	Non Compliant	Compliant	Non Compliant
	B. Samac	Compliant	Compliant	Non Compliant	Non Compliant	Non Compliant
Comprehensive	S.Mitrovica	Compliant	Compliant	Non Compliant	Compliant	Non Compliant
	Smederevo	Compliant	Compliant	Non Compliant	Compliant	Non Compliant
	Prahovo	Compliant	Compliant	Non Compliant	Compliant	Non Compliant



Projects

Western Balkans

- **22** Projects with € **1238.88** million
 - IWW **12** projects with € **229,88** million
 - IWW ports **7** projects - € **553** million
 - Seaports **3** projects with € **456** million



Funded by
the European Union



Observing participants

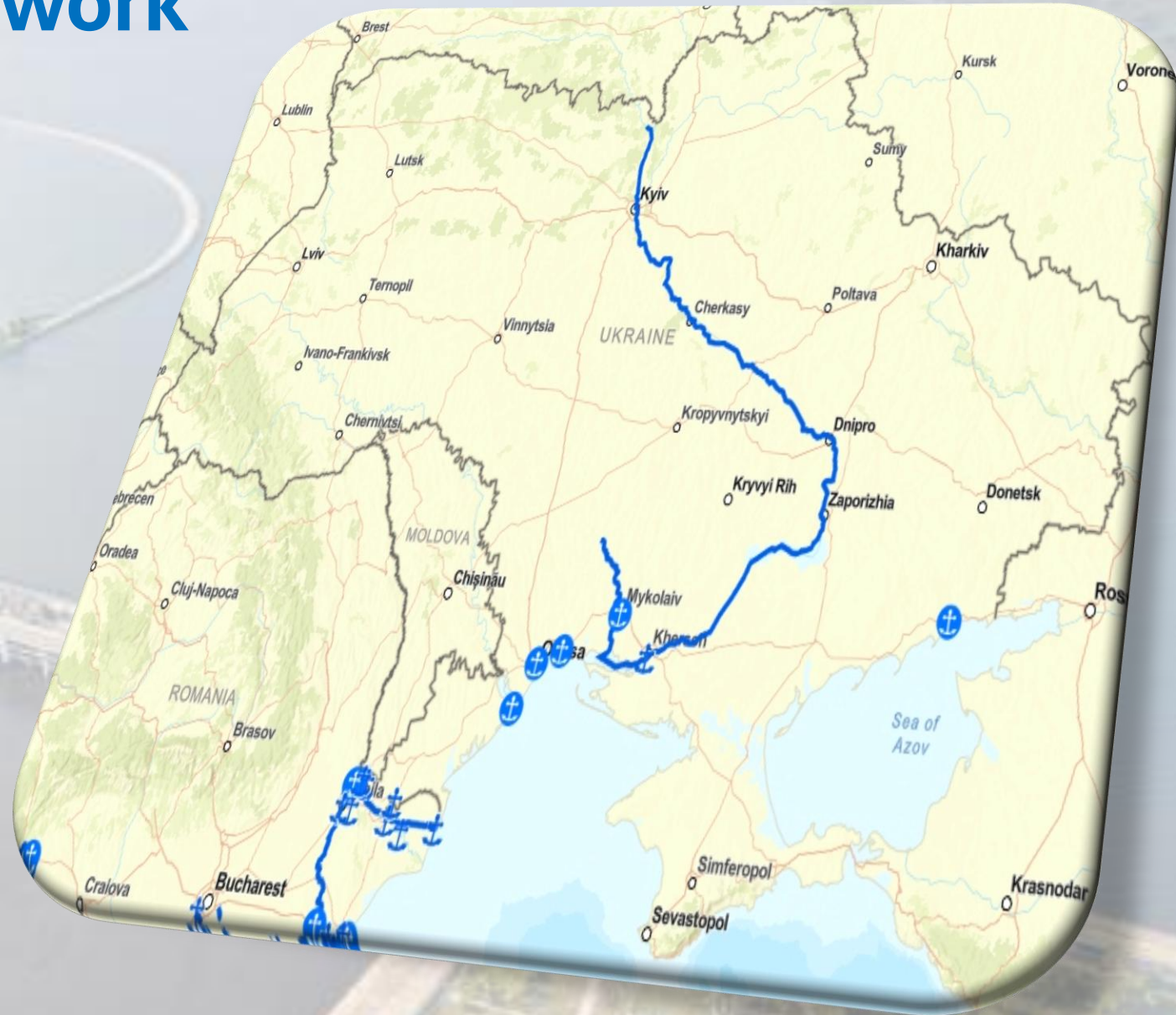
Georgia, the Republic of Moldova and Ukraine

#TogetherConnected

www.transport-community.org

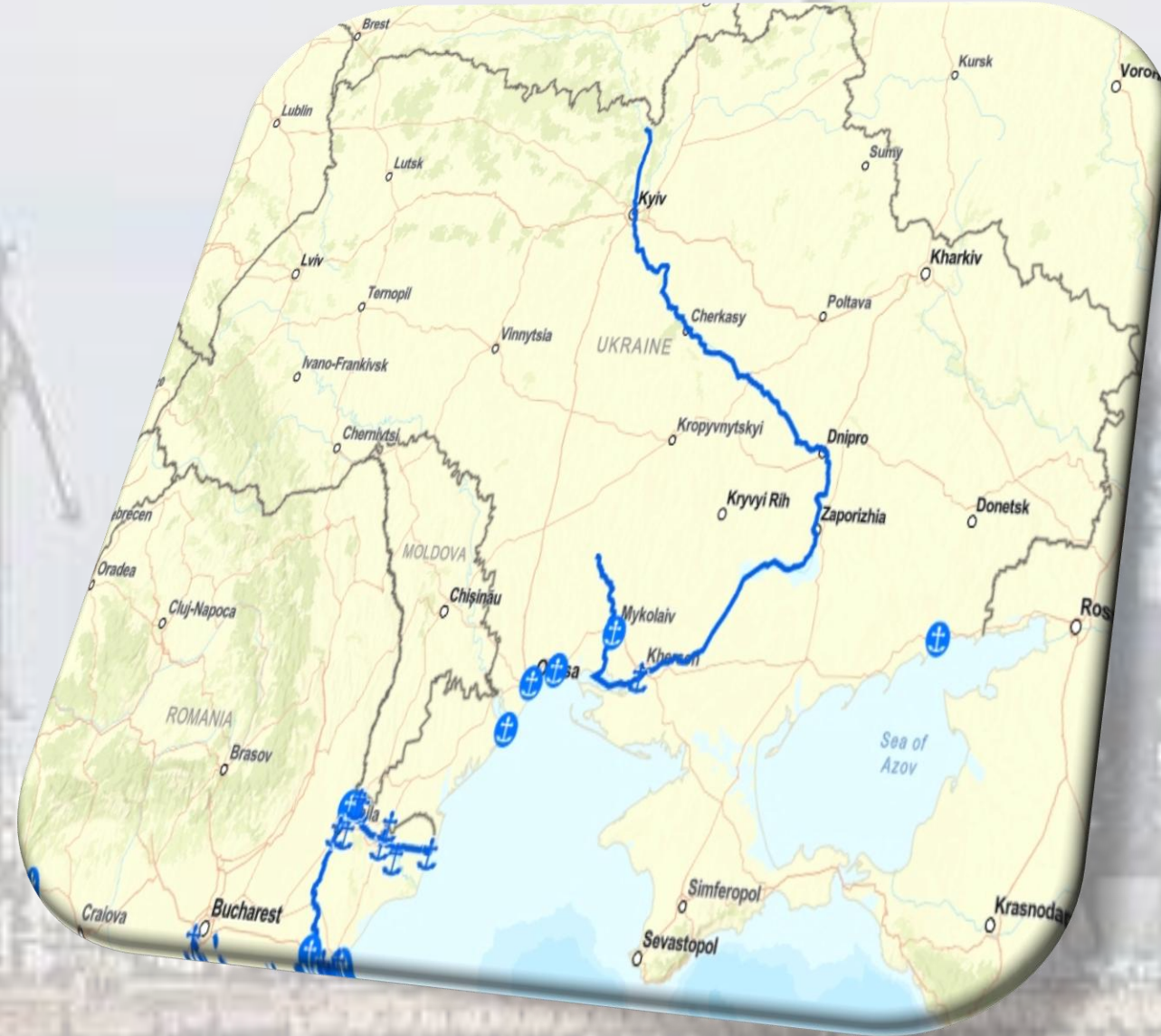
Inland Waterway Network

- **The Republic of Moldova**
 - Danube River
 - Prut River (linked to the Danube);
- **Ukraine**
 - Danube River
 - Dnipro River;
- **Georgia**
 - No TEN-T inland waterways.

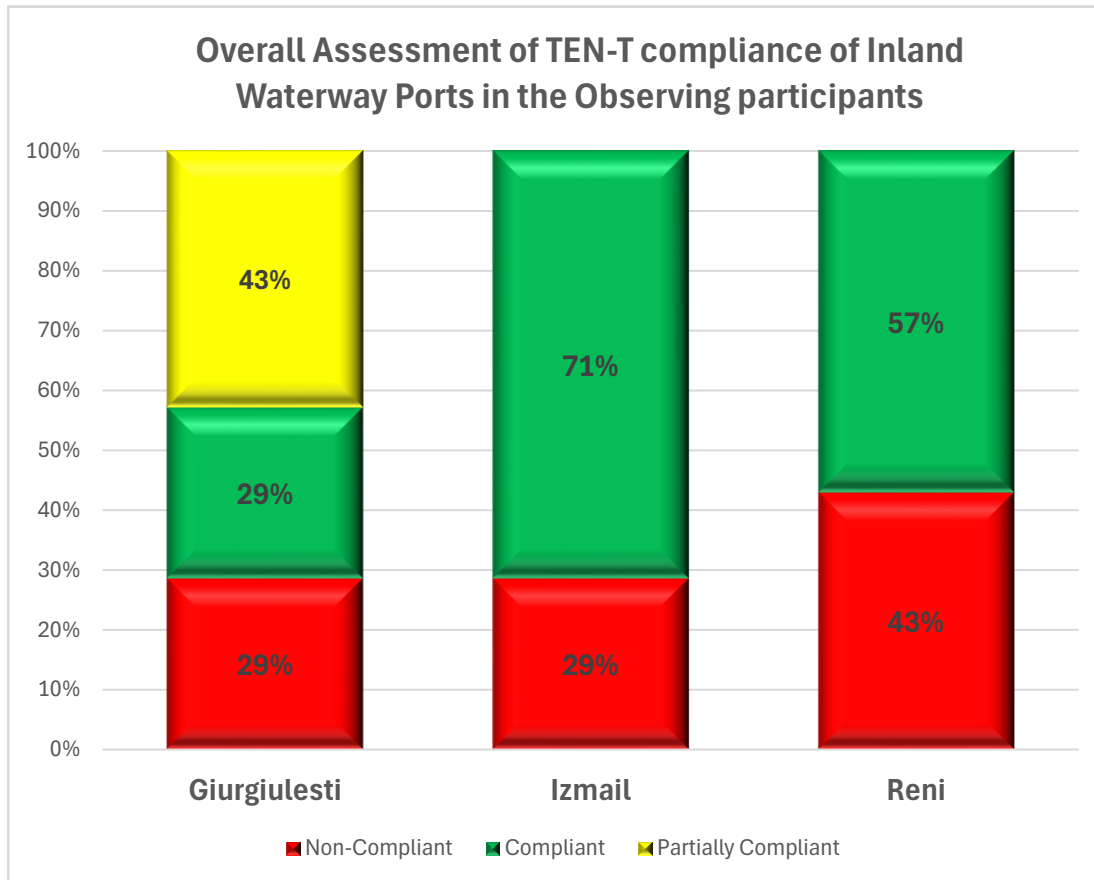


Inland Waterway Ports

- **Republic of Moldova**
 - Giurgiulesti Port Complex – Comprehensive TEN-T Network;
- **Ukraine**
 - Port of Reni – Comprehensive TEN-T Network;
 - Port of Izmail – Comprehensive TEN-T Network



Compliance of the TCT Observing participants' Inland Waterway Ports with the TEN-T indicators



Indicator		International Free Port of Giurgiuilesti	Passenger and Goods Port Giurgiuilesti	Port of Izmail	Port of Reni
TEN-T Network		comprehens	comprehens	comprehens	comprehens
Rail connection		yes	no	yes	yes
Road connection		yes	yes	yes	yes
IWW Connection		yes	yes	yes	yes
Port Reception Facilities		partially	partially	yes	yes
Alternative fuel s availability		no	no	no	no
Multimodal Terminal availability		yes	partial	yes	yes
Telemati c applicati ons	VTMIS/VTs	partially	partially	yes	yes
	RIS	no	no	Under development	Under development
	MNSW and SafeSeaNet	no	no	no	no

Projects

Observing Participants

Republic of Moldova:

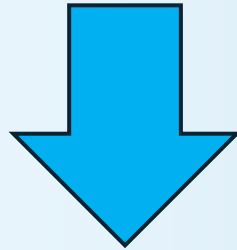
- **2 projects** for development of Giurgiulesti State Passenger and Goods Port and expansion of the International Free Port
- **Indicative budget:** EUR 32 mln for the State port and EUR 8 mln for the International Free Port

Ukraine:

- **CEF-T UkrRIS Project (Smart IWT Ukraine Global project)** with an indicative budget of EUR 9.88 mln.
- **A pipeline of inland waterway and maritime projects** covering lock restoration, fleet modernisation, dredging capacity upgrades, and shipbuilding and ship-repair facilities with an indicative overall budget of EUR 156 mln.

Looking for more details on the reports?

- Explore the Transport Community website



<https://www.transport-community.org/>

or..

- Feel free to contact us anytime.

A screenshot of the Transport Community website's 'About Us' page. The page features a dark blue header with the 'TRANSPORT COMMUNITY' logo and navigation links: HOME, WHO WE ARE, WHAT WE DO, KEY DOCUMENTS, INFORMATION, and a search bar. Below the header, the 'About Us' section is titled. A large photograph shows a group of officials standing in front of a historic sailing ship. Below the photo is a banner for the 'TRIESTE SUMMIT 12 JULY 2017' and 'WESTERN BALKANS'. The main text describes the Transport Community as an international organization in mobility and transport, involving 36 participants from the EU and six South East European Parties. It details the organization's mission to integrate Western Balkans' transport markets into the EU and assist in adopting EU legislation. A paragraph mentions the organization was founded by the Treaty signed on 9th October 2017. Another paragraph states the aim is to create a Transport Community in road, rail, inland waterway, and maritime transport. A final paragraph notes the organization is based on the progressive integration of transport markets. The right sidebar contains a 'Recent News' section with five items, each with a small image and a 'Read More' link. The bottom of the sidebar shows an 'Upcoming Events' section with the text 'No event found!'.



THANK YOU

Elson Thana
Desk Officer for Waterborne Transport

#TogetherConnected

Ports, Policy and Benefits: What the EU Ports Strategy Means for Business





Republic of Serbia
Ministry of Construction, Transport
and Infrastructure

Serbia's Port Policy: From Strategic Framework to Investment

Vladimir Batalović, Assistant Minister

Danube Ports Days, September 2026
Belgrade

Setting the framework

From Regulation to Strategic Development

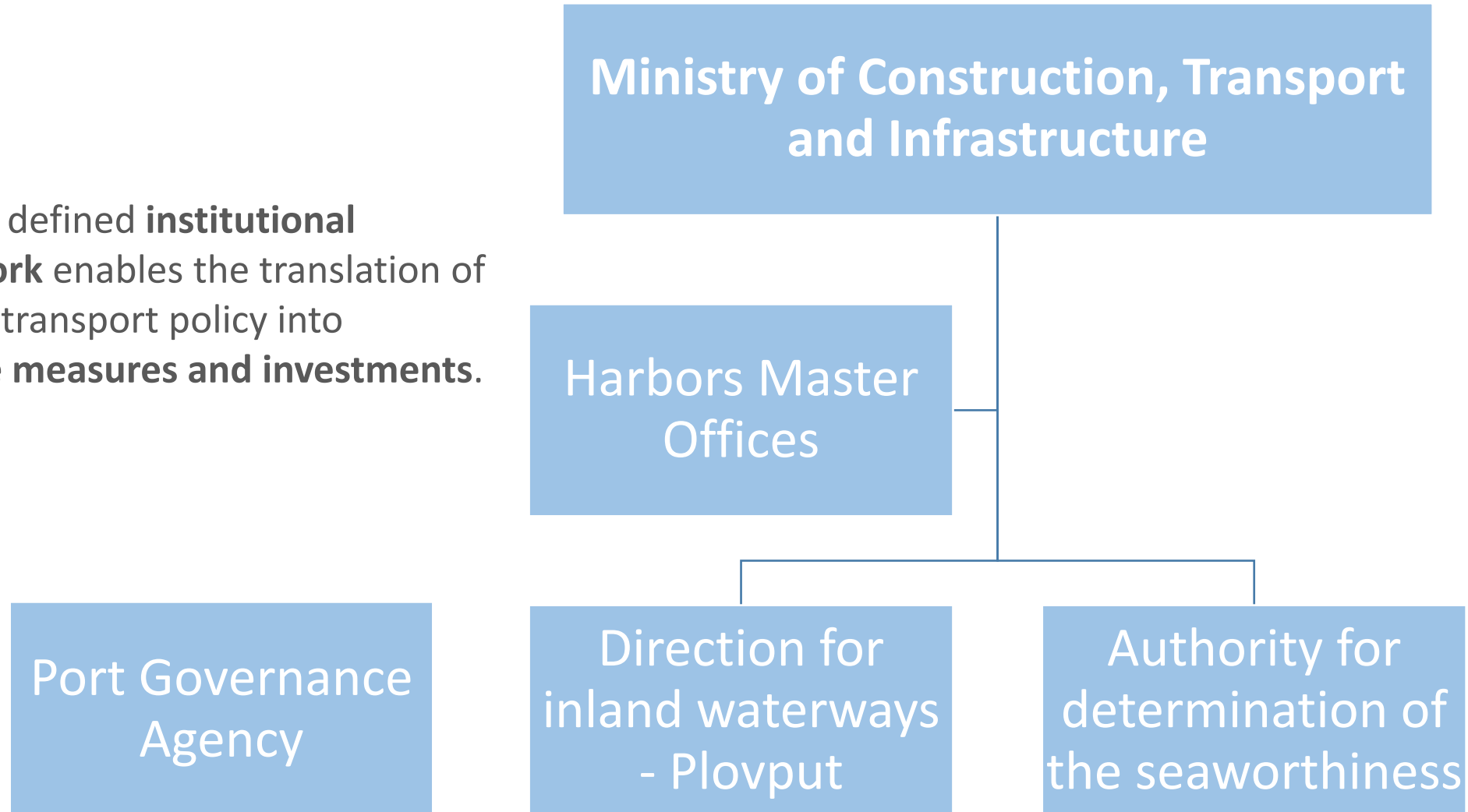


- Adoption of the **Law on Navigation and Ports on Inland Waterways in 2010** marked a turning point in the development of Serbia's inland waterway transport sector.
- It paved the way for the comprehensive legal and regulatory framework and set a clear direction towards **gradual harmonisation with the EU acquis and European standards**.
- The new framework provided the basis for a **comprehensive strategic approach** to the development of inland waterway transport.
- The Strategy defined the sector's **vision, mission, development priorities and priority projects**.
- Clearly identified priorities enabled Serbia to develop an **investment pipeline** and create the basis for accessing international financing and allocating national budget funds to strategic projects.

Building the institutional framework

From Policy Making to Implementation

A clearly defined **institutional framework** enables the translation of national transport policy into **concrete measures and investments**.



Turning policy into projects

From Strategic Priorities to Investment

A stable policy framework has enabled the gradual transformation of strategic priorities into a portfolio of concrete investments:

- Upgrade of Iron Gate 1 and Iron Gate 2 Navigation Locks
- Expansion of Capacities of the Port of Prahovo
- Expansion of Capacities of the Port of Bogojevo
- Implementation of VTS and Voice VHF Systems on the Danube and Sava Rivers in the Republic of Serbia
- Extension of the AIS AtoNs Monitoring and Reaction System to the Sava River in the Republic of Serbia
- Construction of the Training Centre for Crew Members (National Academy)
- VTS and VHF Voice Extension on the Tisa River
- AtoNs Extension on the Tisa River
- Hydro-Meteorological Station Network (Supply, Install & Integrate)
- River Training and Dredging Works on the Sava River (Drina Confluence)
- Data collection, hydraulic and morphological modelling of the Danube (excluding the HRV–SRB stretch) and the Sava River in Serbia
- New Lock on the Tisa River
- Removal of the Sunken German WWII Fleet from the Danube near Prahovo
- Vessels for Navigation Marking and Hydrographic Surveying on the Danube, Sava, and Tisa Rivers
- New Lock on the Tisa River

Turning policy into projects

From Strategic Priorities to Investment



Iron Gate 1 Lock



Iron Gate 2 Lock



Port of Prahovo (expansion)



Port of Bogojewo (expansion)



AIS ATONS



Sunken German Fleet



National Academy



Hydro-Meteorological
Station

Towards the future of Serbian Ports

Key Words for the future

Investment-
ready

Competitive

Green

Connected

Integrated

The strategic direction is clear: **modern, competitive and sustainable ports** - connecting markets, enabling investment and driving growth.



Republic of Serbia
Ministry of Construction, Transport
and Infrastructure

Thank you for your attention!

Vladimir Batalović, Assistant Minister
Ministry of Construction, Transport and Infrastructure
Sector for Water Transport and Navigation Safety
e-mail: vladimir.batalovic@mgsi.gov.rs



The Republic of Serbia



Port policies and projects

Danube Ports Days
September 2026

Ports in the Republic of Serbia - status before reforms

- Outdated Legal framework for ports;
- Non-existence of Port Authority as a regulatory and supervising organisation;
- No clear distinction between governance and operational functions;
- Unresolved property rights in ports;
- Waterside cargo handling outside of port areas;
- Lack of relevant data on transshipped cargo volumes in ports.

up to 1997.
Service port- public entities

1997. - 2003.
Privatization of port
operators (Law on
privatization, Law on
ownership transformation)

2010.
Port system reform -
Landlord port model
deployment



Relevant policies for port sector in the Republic of Serbia



Law on navigation and ports on inland waters



Law on Fees for the Use of Public Goods



Sectoral strategies



Regulations on declaration of port areas



Regulation on condition that ports and terminals must fulfill



Various Rulebooks (Rulebook on minimal port tariffs, Rulebook on mandatory content of the Plan and Program for Conducting Port Activities and Economic Feasibility Study for Investment etc.)



Role of the Port Governance Agency

Regulatory role

- Suggesting laws and other documents to the Government
- Proscribing conditions that ports, harbors and marinas must fulfill

Professional role

- Initiating the declaration of port areas for each port, terminal and marina
- Issuing of port licences.
- Keeping a register of port operators
- Charging port fees in accordance with the Law

Development role

- Development of port terminals
- Promoting of waterway traffic
- Investments in port infrastructure



Results



Port areas



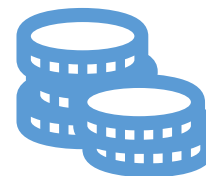
Port dues



Licensed
operators



Statistical
data



Investments



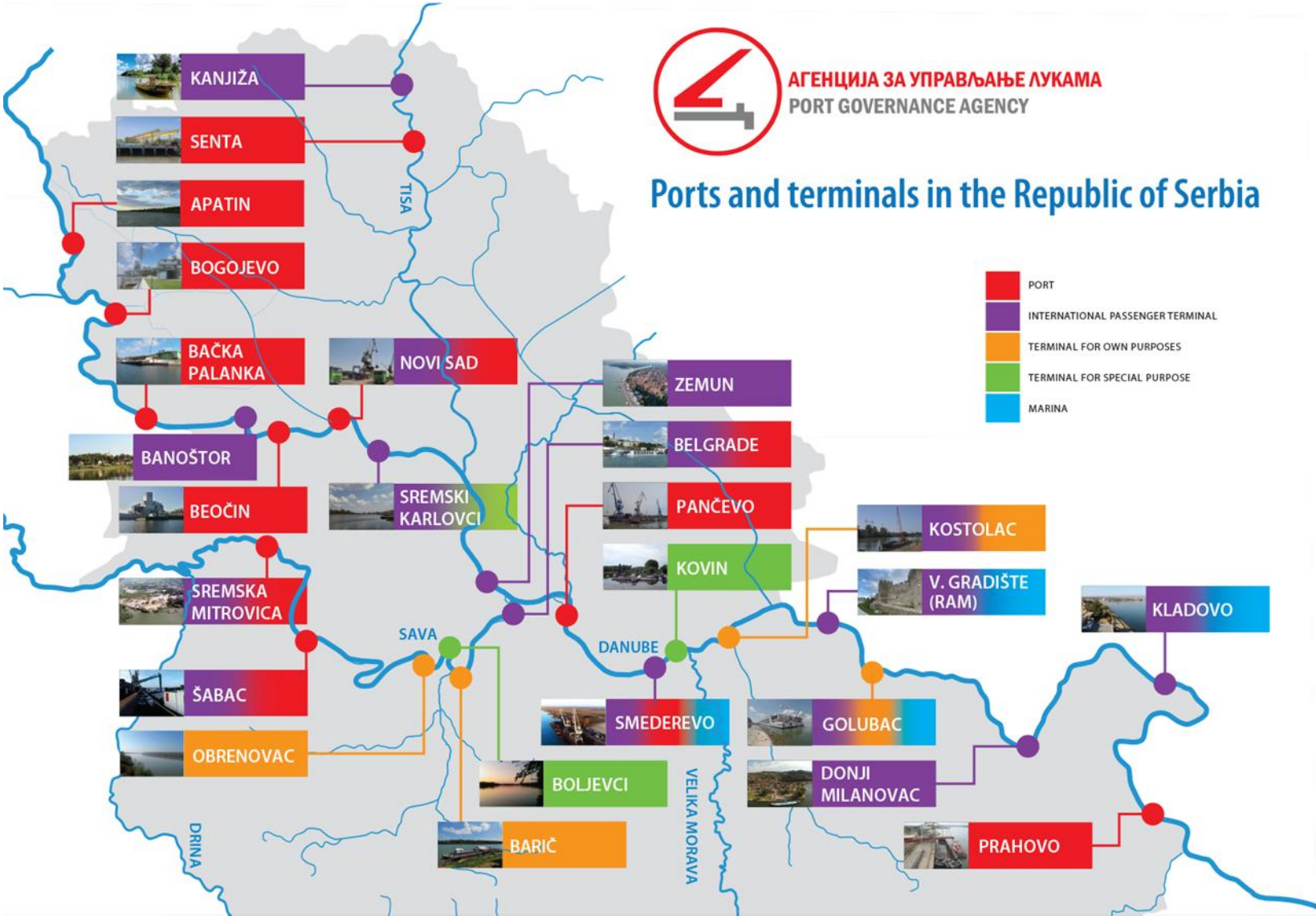
International
cooperation



IT



Ports and terminals in the Republic of Serbia



Serbian ports on TEN-T network

Ports on Core Network



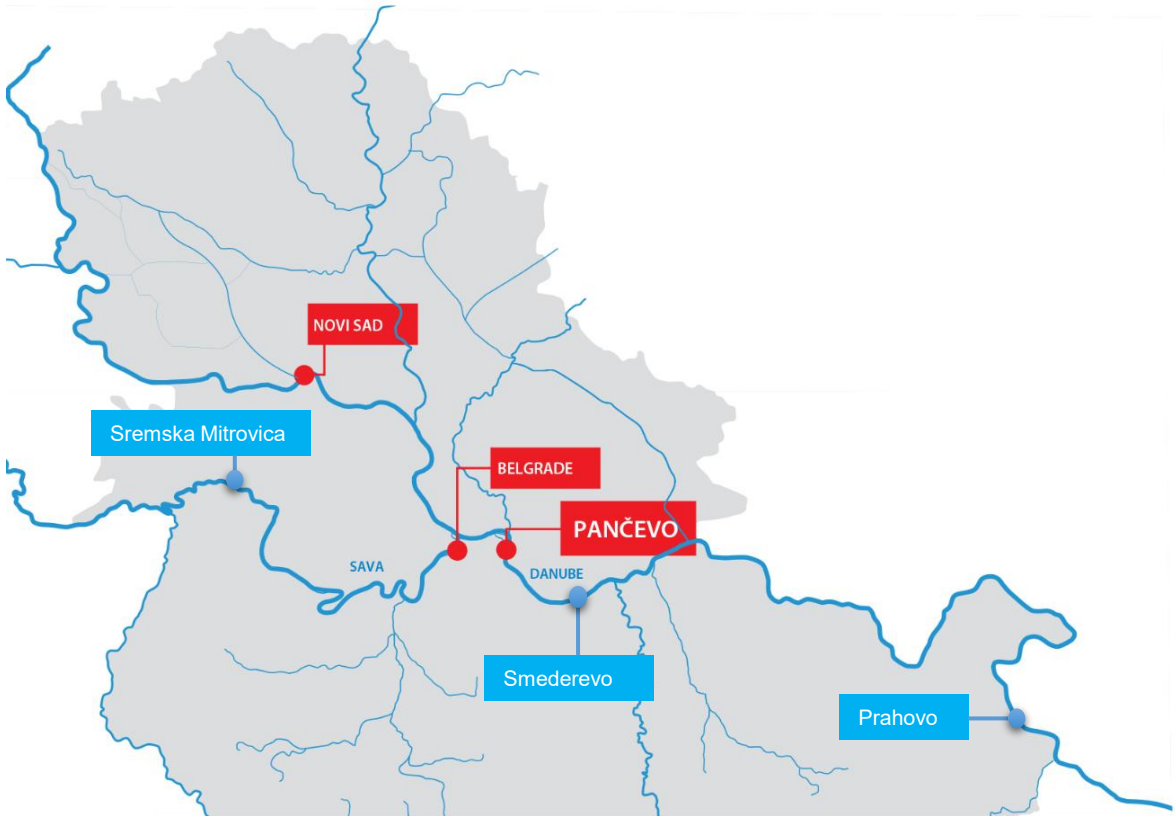
Port of Belgrade



Port of Novi Sad



Port of Pancevo



Ports on Comprehensive Network



Port of Smederevo



Port of Prahovo



Port of Sremska Mitrovica



Thank you for your attention!

Srđa Lješević
Head of Center for Port Operations
Port Governance Agency
Nemanjina 4, Belgrade
E-mail: office@aul.gov.rs
website: www.aul.gov.rs



The Republic of Serbia
Port Governance Agency



THE ROLE OF INLAND PORTS IN FUTURE EUROPEAN SUPPLY CHAINS

Gökhan Yurteken

General Manager, DP World Serbia

ABOUT DP WORLD NOVI SAD



24

Hectare site



800m

Quay length with a modern vertical dock



3 funnels

Direct loading from trucks to barges



5

Cranes



5

River berths



44,000m²

Closed storage space



110,000m²

Open space for lease and storage

DP WORLD NOVI SAD

Novi Sad is a multi-purpose inland port on the Danube that serves as a key logistics hub for Serbia and the wider Balkans:

- **Agricultural products:** 35% of the total volume of cereals exported via the Danube are handled in our port
- **Project cargo:** We are handling steel constructions for Expo 2027, wind turbines and other over-sized / heavy cargo
- **Workforce:** Nearly 100 direct employees
- **Investment:** €30 million investment programme, including digital solutions to improve efficiency,
- **Cruise:** DP World also operates a passenger terminal on the Danube which is equipped to accommodate various types of cruise ships

Novi Sad, Serbia

NOVI SAD ILLUSTRATES HOW DANUBE PORTS SUPPORT RESILIENT SUPPLY CHAINS



Strategic location

Novi Sad serves as a strategic bridge connecting EU countries and regional markets thanks to its central location in the Balkans and strong railway and highway infrastructure



Connected to Europe by water

The Danube links Novi Sad to Western Europe via the Danube–Main–Rhine corridor, providing access to Europe's inland waterway network



Broad market access for exports

Serbia's extensive network of trade agreements gives exporters access to more than 1 billion consumers, increasing the strategic value of well-connected logistics hubs



Investment in technology

Modern storage facilities, digital traceability systems and automated loading infrastructure ensure that trade is carried out in accordance with the highest European standards



Multimodal connectivity

Strong rail, road and inland waterway connections give businesses greater choice, flexibility and resilience in moving goods



END-TO-END LOGISTICS

DP World is moving beyond traditional port operations towards integrated end-to-end logistics solutions

- DP World has officially launched a comprehensive, end-to-end logistics service for Europe
- Integrates road, maritime, air, rail and multimodal transport services into a single solution
- Offers customers streamlined supply chain management and enhanced operational efficiency
- The operational hub, the European Control Tower, is in Romania
- Network includes 'groupage lines' in Novi Sad and Belgrade, reinforcing trade links between Serbia and Romania and supporting Serbia's growing role in regional trade
- Altogether, consolidates 17 groupage lines across Europe, supporting the greening of companies' supply chains



MULTIMODAL LOGISTICS

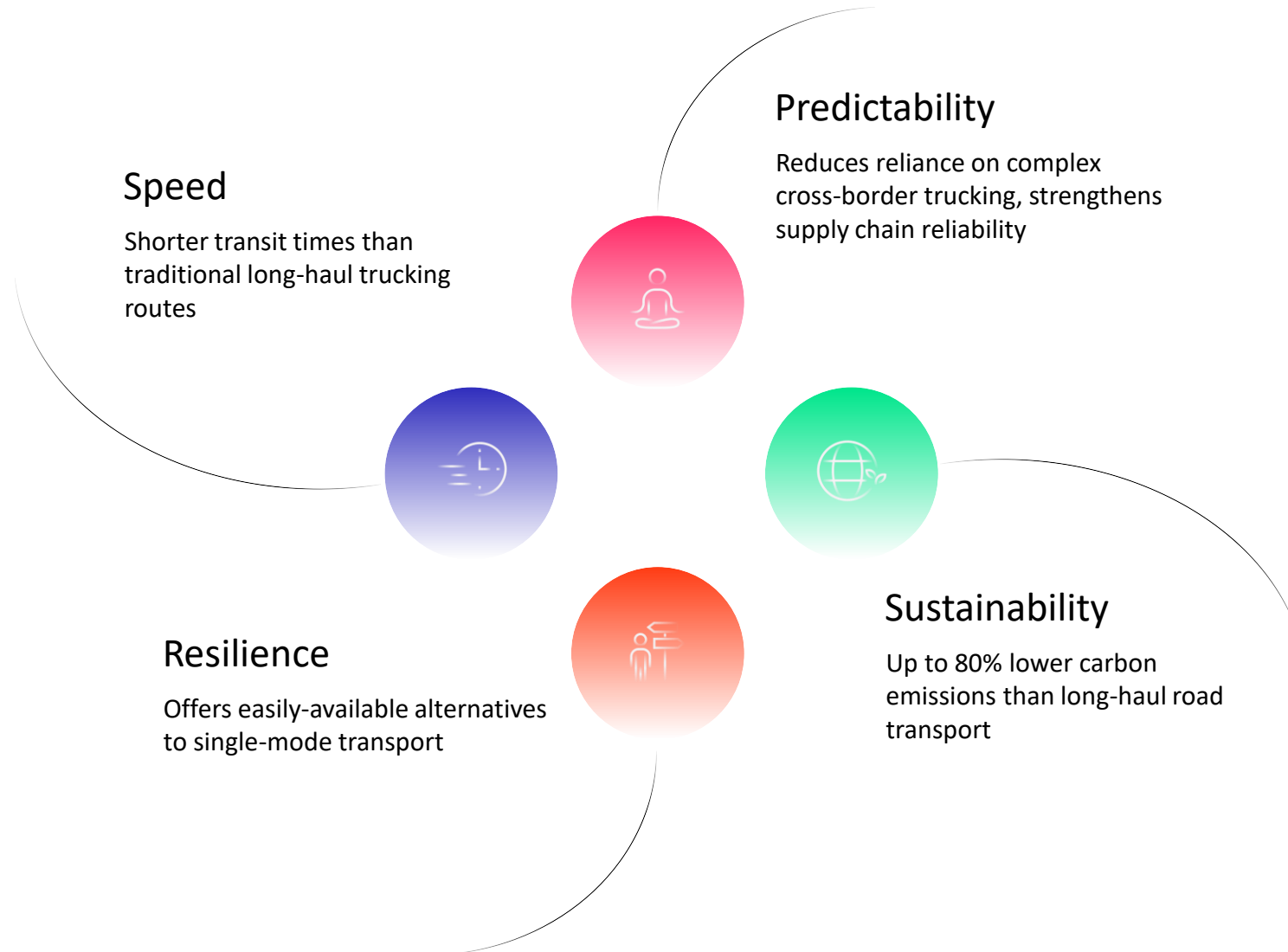
Transforming Novi Sad into a multimodal logistics gateway

- Beyond basic port operations, DP World is developing Novi Sad into a multimodal logistics platform, integrating river, rail and road transport
- In March, we launched a new intermodal rail service connecting Novi Sad to Herne in western Germany, a strategic logistics hub in the Rhine-Ruhr region:
 - Novi Sad was the first terminal in Serbia to offer this type of regular intermodal rail connection to Western Europe
 - Strengthens Serbia's integration into European supply chains and reinforces its role as a strategic trade gateway in Southeast Europe



THE BENEFITS OF MULTIMODAL LOGISTICS

Intermodal transport, rail connectivity and inland waterways improve both competitiveness and sustainability



ONGOING INVESTMENT PLANS

DP World will continue to invest in Novi Sad and along the Danube corridor. Our investments will support:



Supply chain resilience

We will continue to prioritise developing our capacity, multimodal connectivity and end-to-end logistics capabilities



The energy transition

We are already transporting components for wind farms, battery storage projects and major grid modernisation programmes – with more to come as the energy transition in the region accelerates



Sustainable logistics

We will continue to invest in the sustainability of our own operations – as in Romania (our Danube neighbour), where a €100 million investment programme is underway to electrify operations at DP World's Constanța South Container Terminal

The opportunity is not simply to move more cargo through Danube ports – it is to make them integral nodes in Europe's logistics network, while simultaneously supporting the EU's broader policy objectives



DP WORLD

THANK YOU

DANUBE – MORE THAN A RIVER: THE FOUNDATION OF OUR BUSINESS

Prvo Parobrodsko Društvo - PPD, Ivana Mihailovic



Danube Ports Days 2026

ABOUT PPD

SERBIAN RIVER CRUISE SHIPPING AGENCY With over 25 years of experience

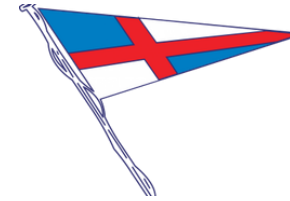
Providing services across Serbia, Croatia, and
Danube, Rhine and Mosel

MAIN FIELDS:

Agency services

Port handling

Destination
management



WE ARE

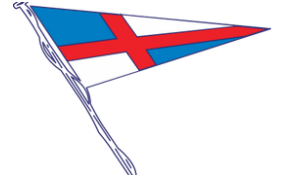
**Single point of contact for river
cruise operators**



**Dedicated to providing
seamless support for every
cruise operation**



OUR SERVICES



- AGENCY AND REVISION SERVICES 24/7,
- PORT HANDLING AND RESERVATIONS
- EMBARKATION / DISEMBARKATION
- TECHNICAL ASSISTANCE
- BUNKERING
- MEDICAL ASSISTANCE
- LAUNDRY SERVICE AND DRY CLEANING...



- TOURS
- TRANSFERS
- WINE DEGUSTATION
- LUNCH & DINING EXPERIENCES
- PERSONALIZED SERVICE
- LOCAL EXPERTISE
- AUTHENTIC EXPERIENCES...



Danube benefits:

- International tourism
- Local communities
- Localities
- Ports
- Hotels
- Restaurants
- Tour operators
- Transport providers
- Cultural heritage
- States/Taxes

PPD's role is making those opportunities possible



PATH OF GROWTH



PORT CALLS vs PAX NUMBER



EXPANSION CROATIA



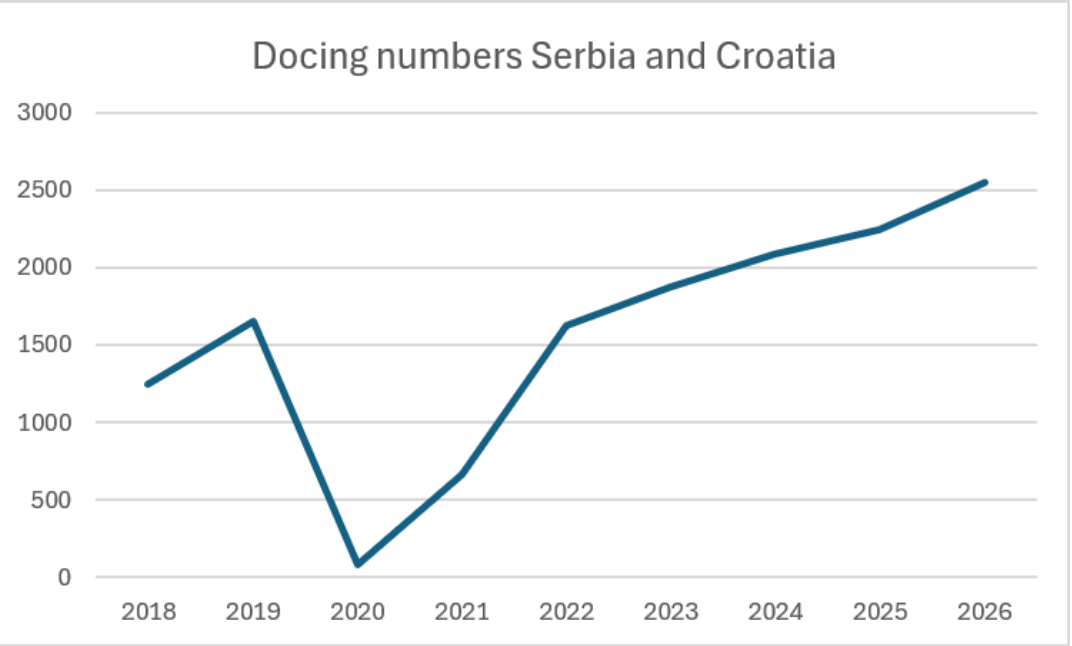
GREEN ENERGY



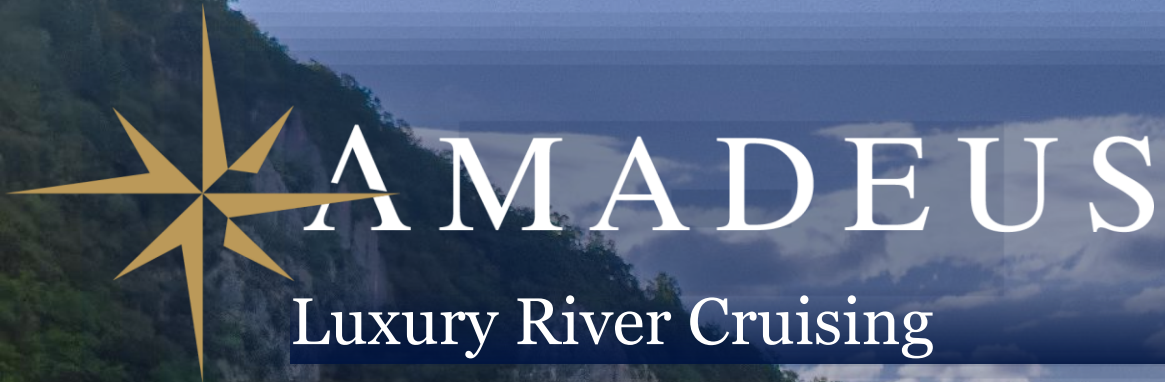
NEW PORTS, NEW EXCURSIONS



SUSTAINABILITY







Belgrade
Danube Port Days 2026

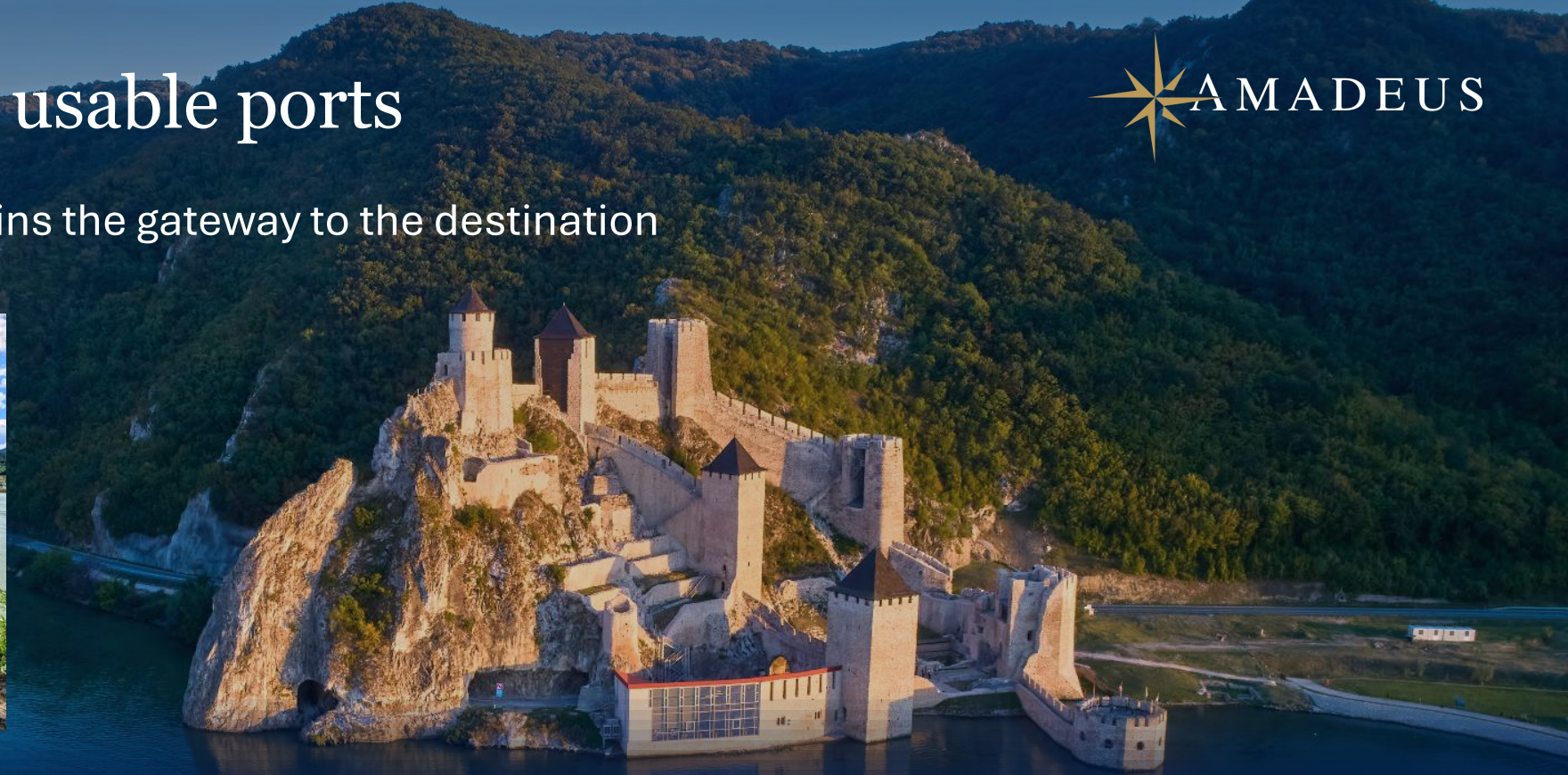
Follow your river of dreams

WITH A PIONEERING SPIRIT, REINVENTING CRUISES
FOR MORE THAN 40 YEARS.

Reliable access and usable ports



For river cruising, the port remains the gateway to the destination



Predictable route access

Over 30% of planned cruises cancelled in our affected 2026 programme. Clear milestones needed at Straubing–Vilshofen.

Efficient border formalities

Checks can exceed two hours in Belgrade, Novi Sad and Vukovar. Advance processing and coordinated staffing protect time ashore.

Investment that serves operators

Golubac links optimal the landing and destination. Turnu Măgurele: cruise ships can not use the new EU funded Port. Cruise operators must be also involved and consulted

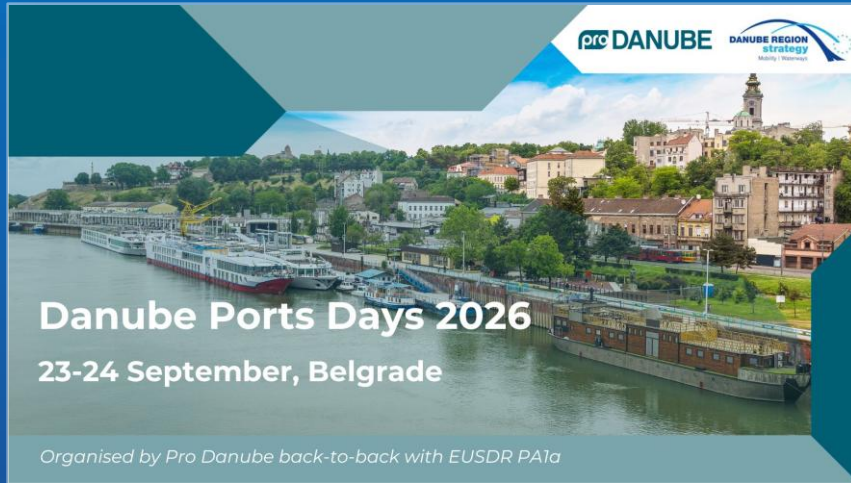
Confirmed port services

Safe berths and passenger access. Potable water and wastewater reception. Around 400 kVA Powerlock shore power per ship, available for the scheduled call.

Proposed target 2027:
Master Plan for River Cruise Port development



Answering
tomorrow's
challenges
today



Ports, Policy and Benefits: What the EU Ports Strategy Means for Business

*Green Inland Ports &
DiVINE (IWT Digitalisation Vision)*

Wednesday 23 September 2026



Two NAIADES III actions on today's agenda

Green Inland Ports

NAIADES III action 17: greening of inland ports – recommendations echoed in the **EU Ports Strategy**

DiVINE

Digitalisation Vision Inland Navigation Europe

NAIADES III action 26: IWT digitalisation – roadmap feeding into the **next IWT action plan**

Green Inland Ports outcomes – Tools, guidelines and strategies



Environmental impacts, energy efficiency and the green transition

- Port Environmental Impact Calculator
Calculation tool for 18 types of environmental impact



ESMS and pilot implementation of ESMS in selected inland ports

- Implementation of Environmental and Sustainable Management System (ESMS) tools:
 - Solutions to overcome environmental challenges and reduce environmental impacts
 - Pathways for sustainable & smart development of inland ports
- Tested and validated with **10 pilot ports**



Urban mobility and short-range Inland Waterway Transport

- Quantified estimation of the roll-out potential for urban and short-range freight IWT and potential impact from modal shift



Digitalisation Masterplan for Inland Ports and Terminals

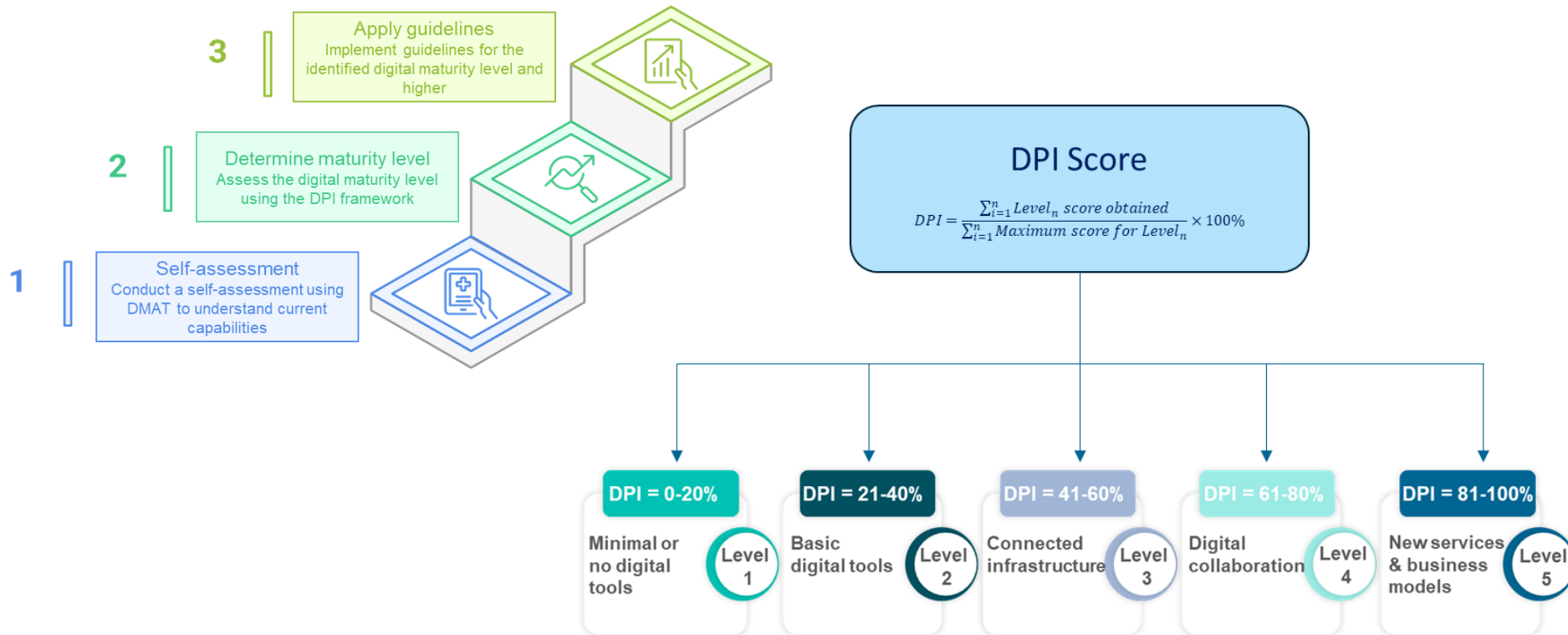
- Digitalisation vision for inland ports
- Digital Maturity Assessment Tool for inland ports & digitalisation guidelines for improvement of digital readiness, operational efficiency, and environmental sustainability of inland ports

Our partners



Digital Maturity Assessment Tool: from self-assessment to action

How to use the Digitalisation Guidelines



Scan to open the DMAT –
Digital Maturity Assessment Tool

Our partners

DiVINE will deliver a roadmap for a smart and connected European inland waterway transport sector



Understand the barriers

What is holding digitalisation back in day-to-day operations



Strengthen public–private cooperation

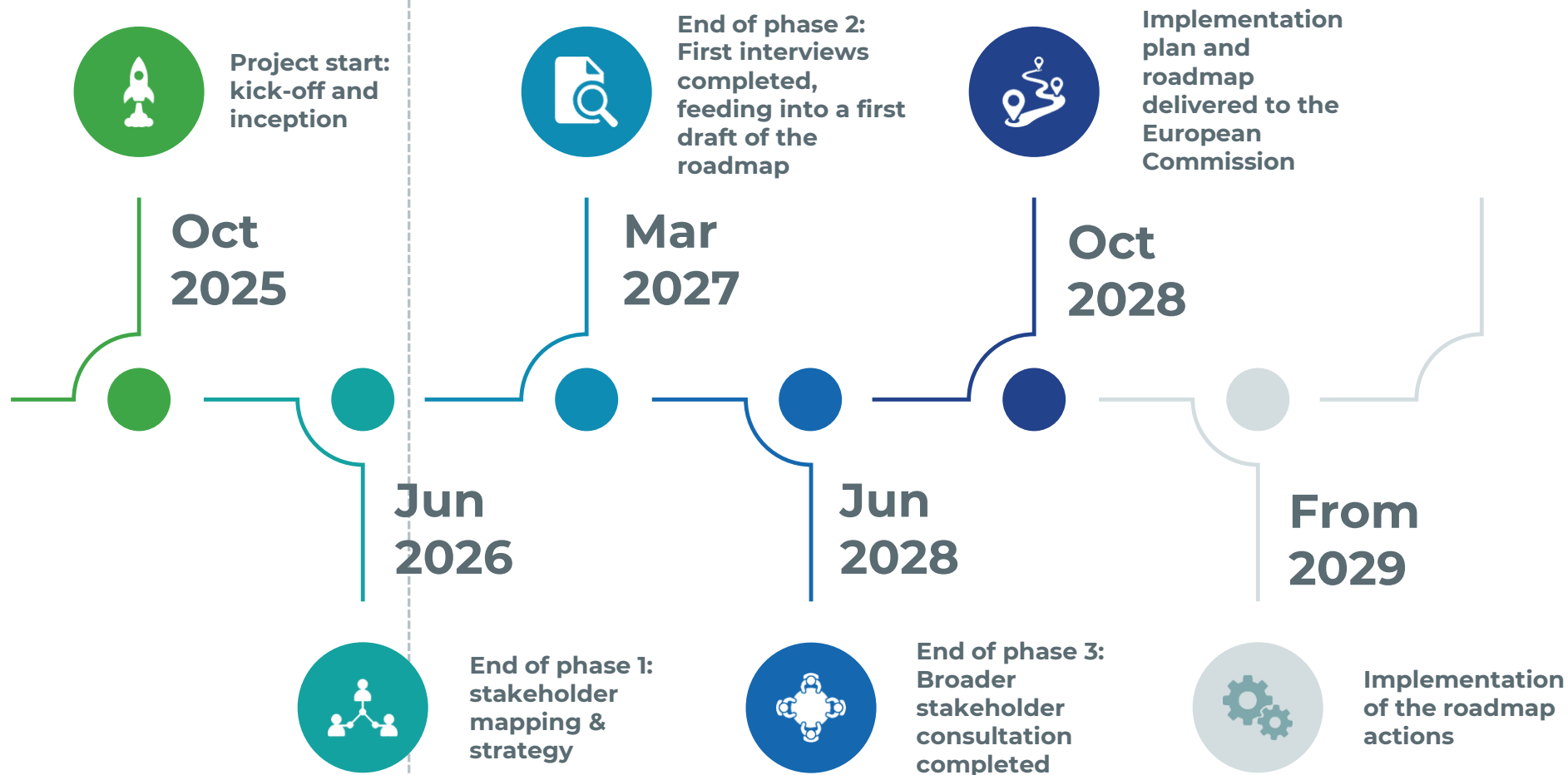
Who needs to act, and what each partner can commit to



A shared action plan

Delivered to the European Commission, and for public and private actors to implement

Join the consultation: tell us what must change, and we will explore how and by whom



Let's open the floor for questions & discussion



**When will we be able to say that
Danube ports and businesses are
truly connected?**

What capabilities would a fully
connected Danube digital ecosystem
need to provide?

*Scan to help shape the IWT
digitalisation roadmap*



Jasper Tanis
jasper.tanis@ecorys.com

Coffee Break

Until 16:30



Where Strategy Meets Execution



pro DANUBE DANUBE REGION strategy
Mobility | Waterways

Danube Ports Days 2026

23-24 September, Belgrade

Organised by Pro Danube back-to-back with EUSDR PA1a



EU PORTS STRATEGY

Quick flashback: what matters for inland ports



1. Connectivity & competitiveness

Stronger hinterland links and efficient supply chains



2. Digitalisation & innovation

Data exchange, interoperability and smart port processes



3. Energy transition

Electrification, clean fuels and grid readiness

Ports are
transport, energy
and digital
nodes



4. Security & resilience

Critical infrastructure protection and disruption preparedness



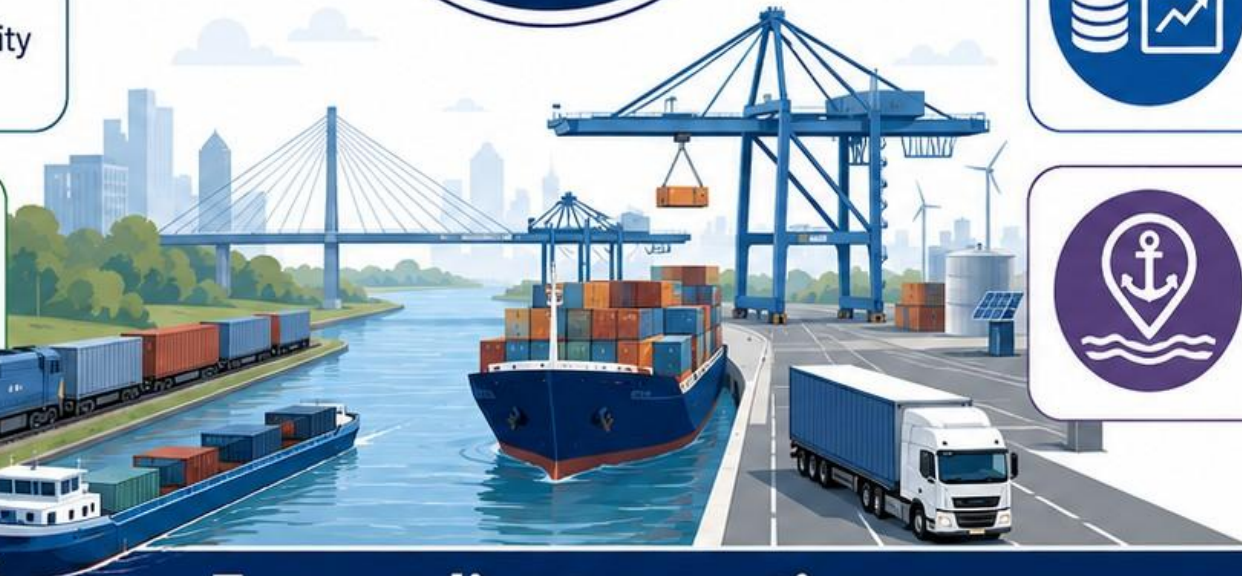
5. Investment & implementation

Project preparation, finance and faster delivery



6. Smaller ports matter

Proportionate support for inland and regional ports



From policy to practice

connectivity • digitalisation • energy • resilience • finance





synergetics



Innovation Action **SYNERGETICS**

SYNERGETICS | Synergies for Green Transformation of Inland and Coastal Shipping
Danube Port Days | Belgrade, September 23, 2026



Funded by the Horizon Europe Programme of the European Union under grant agreement No 101096809

Funded by the Horizon Europe guarantee of the United Kingdom, under project No 10068310

Funded by the Swiss State Secretariat for Education, Research and Innovation

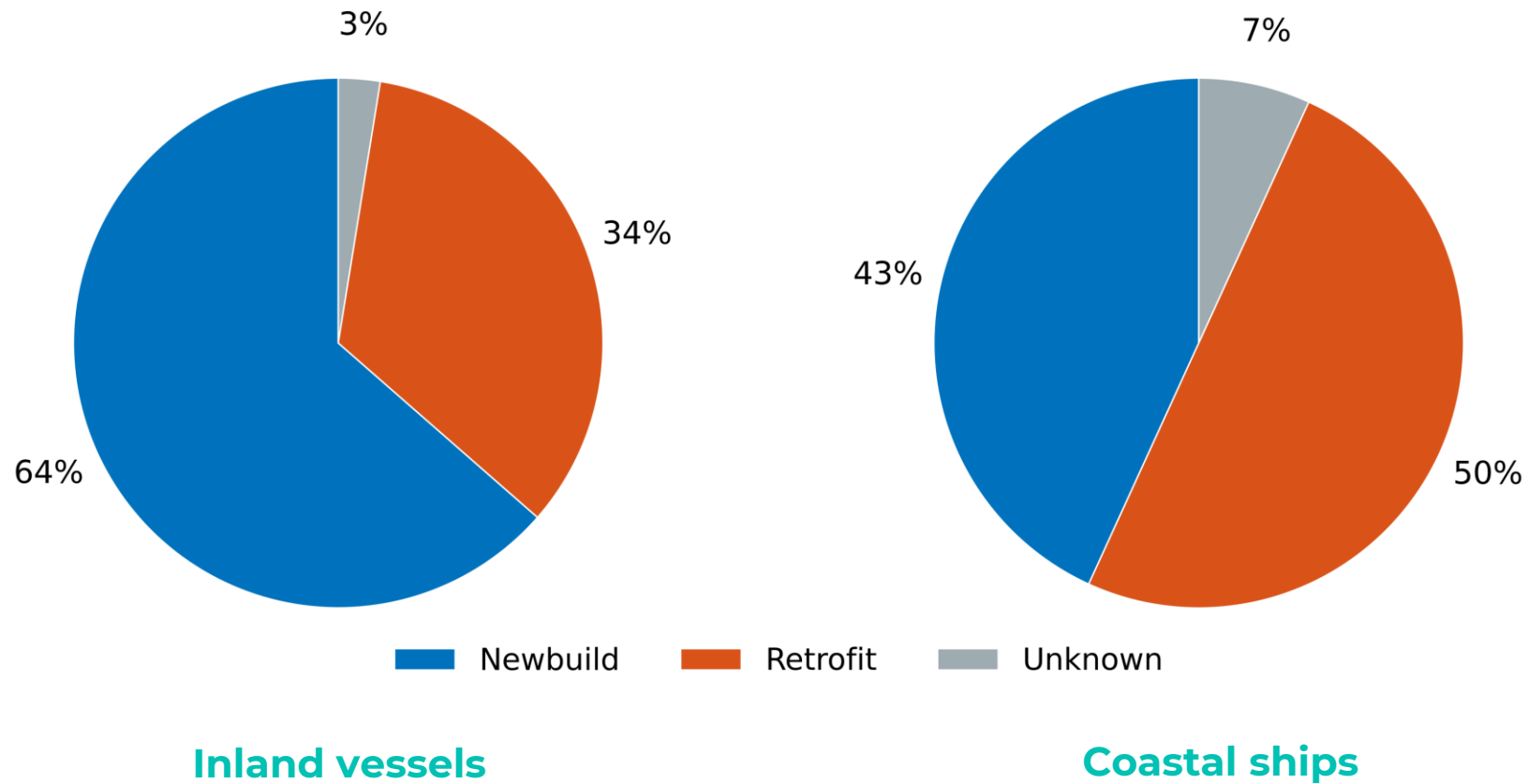


16 partners and two associated partners from eight countries selected to take full advantage of concepts of Synergies.

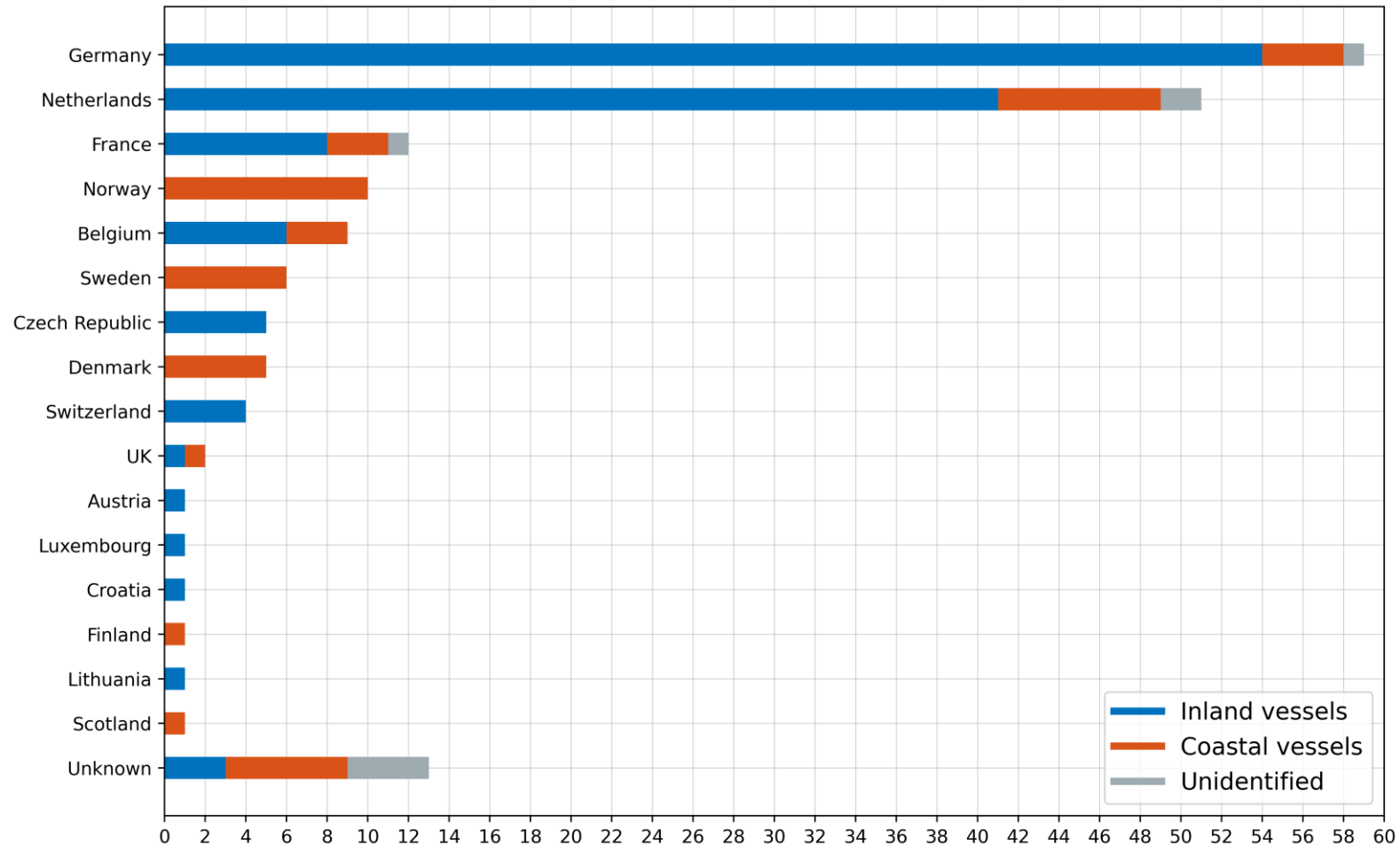
The Coordinator is DST – Development Centre for Ship Technology and Transport Systems from Germany.

The project runs from January 1st, 2023, to June 30th, 2026.

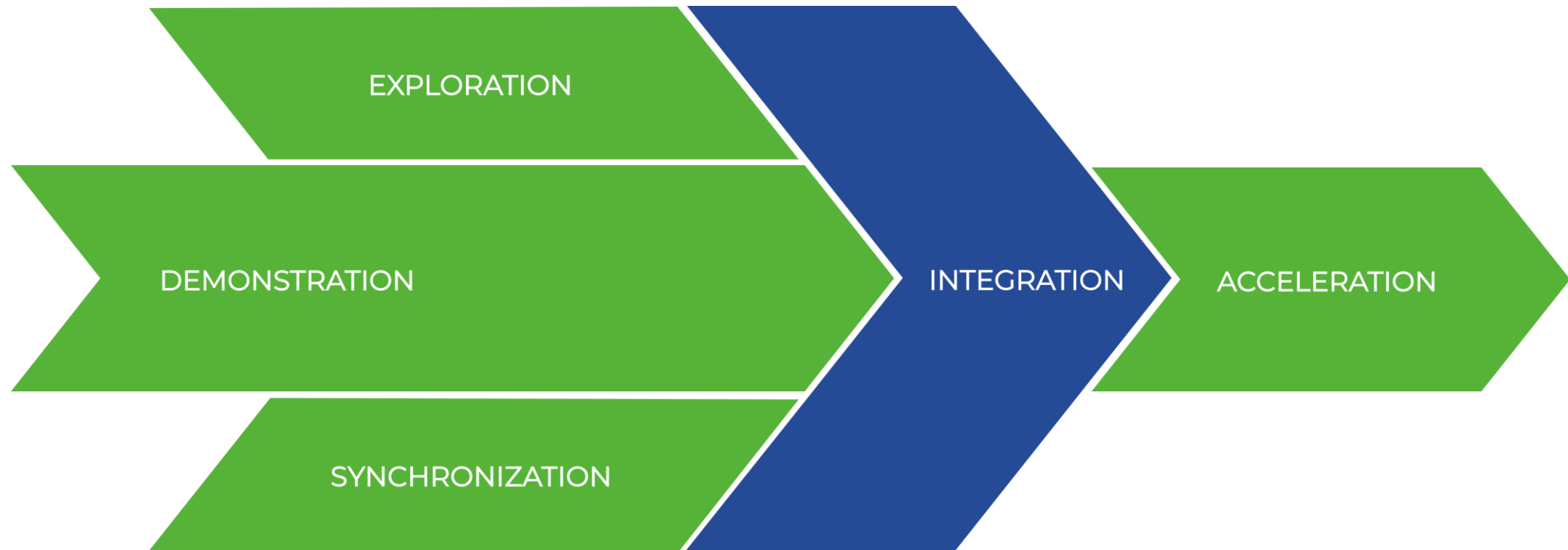
Underutilized potential of retrofit



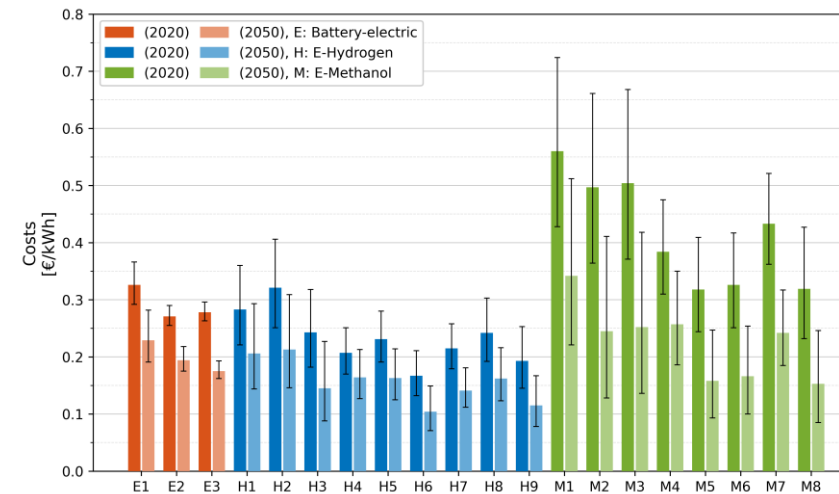
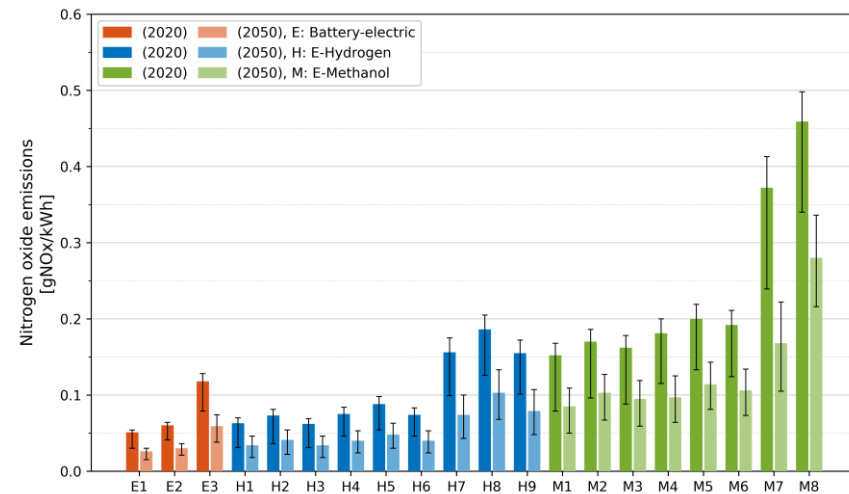
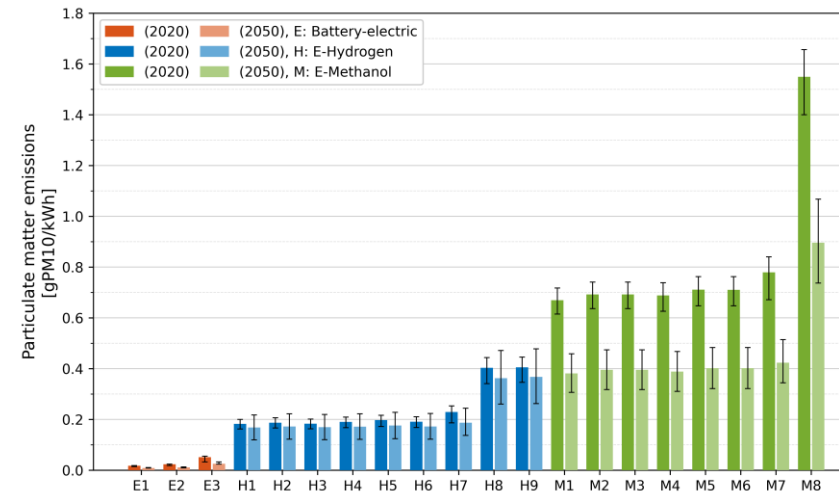
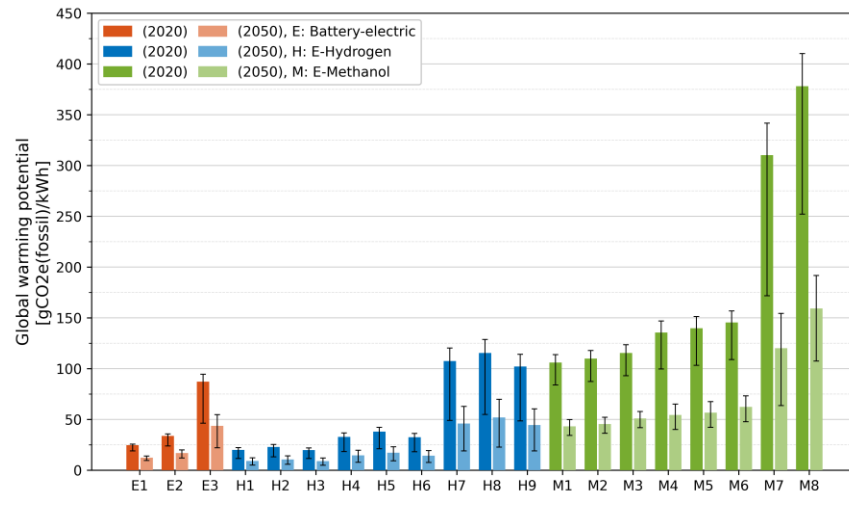
Limited greening of European fleets



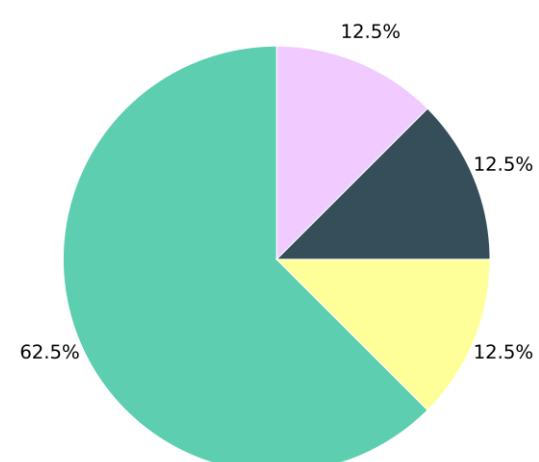
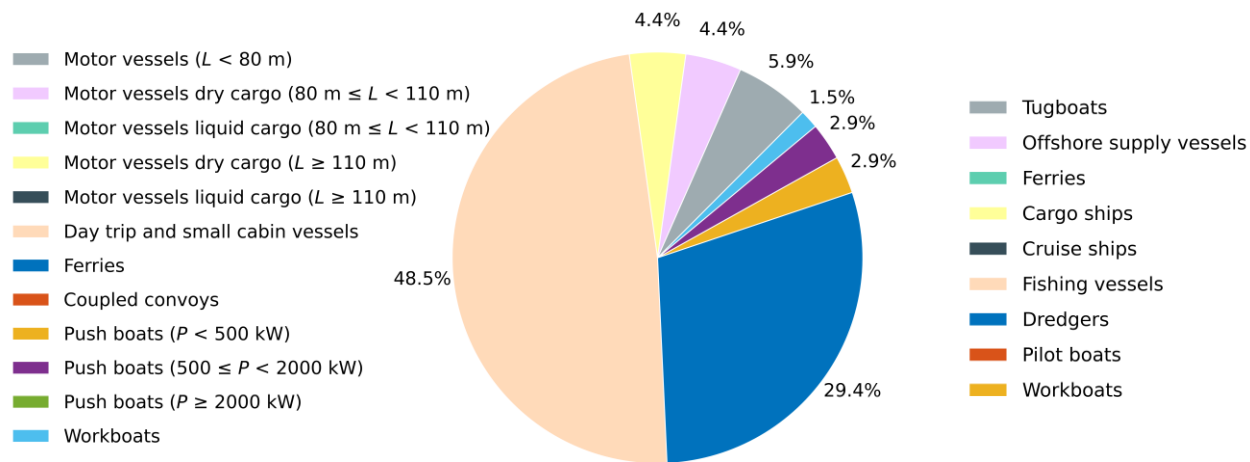
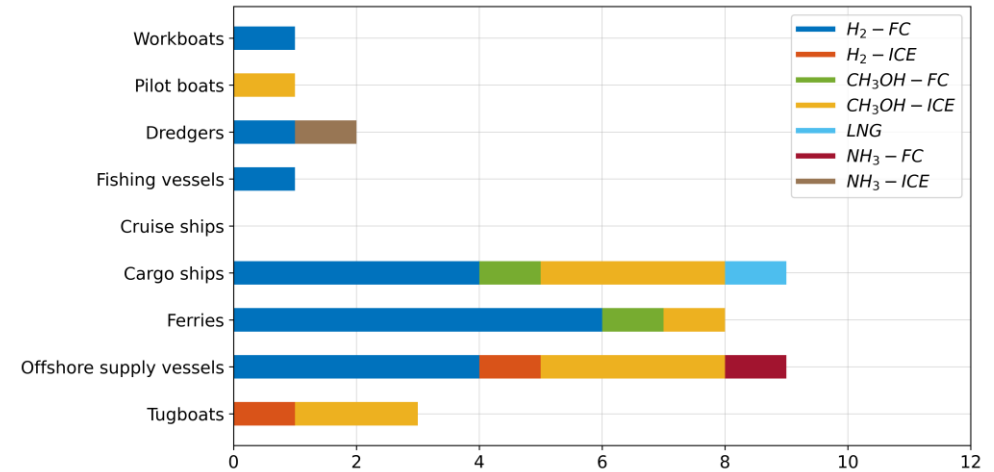
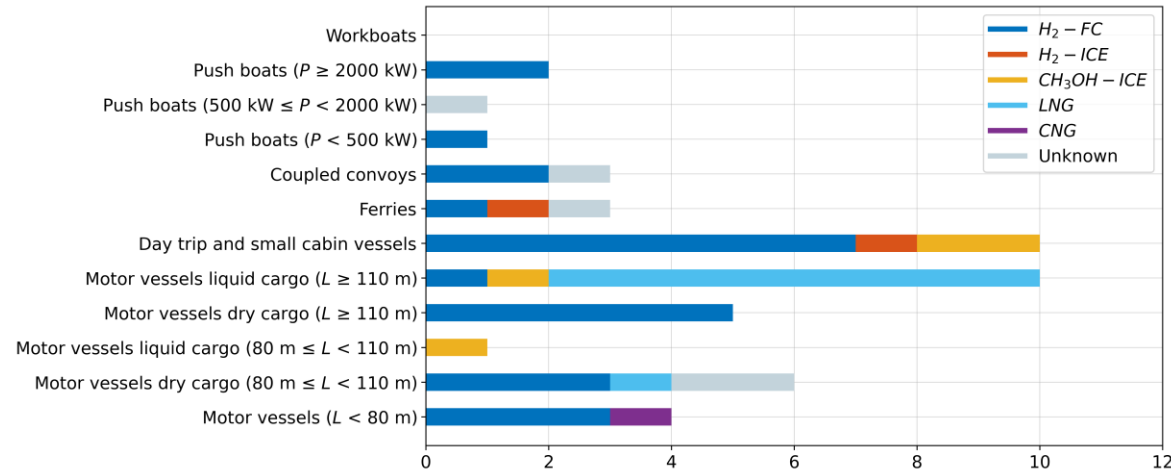
Project activities



Exploration: Energy supply paths



Synchronization: Pilot database



Demonstration: Full-scale Demonstrators

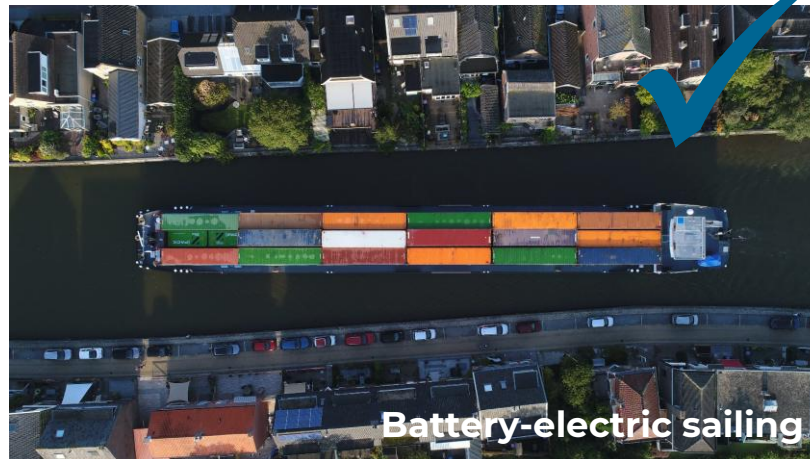


[Image: CMB.TECH]

[Image: Zero Emission Services]



[Image: Mercurius Shipping]



[Image: CFT]

Demonstration: Model-scale Demonstrators

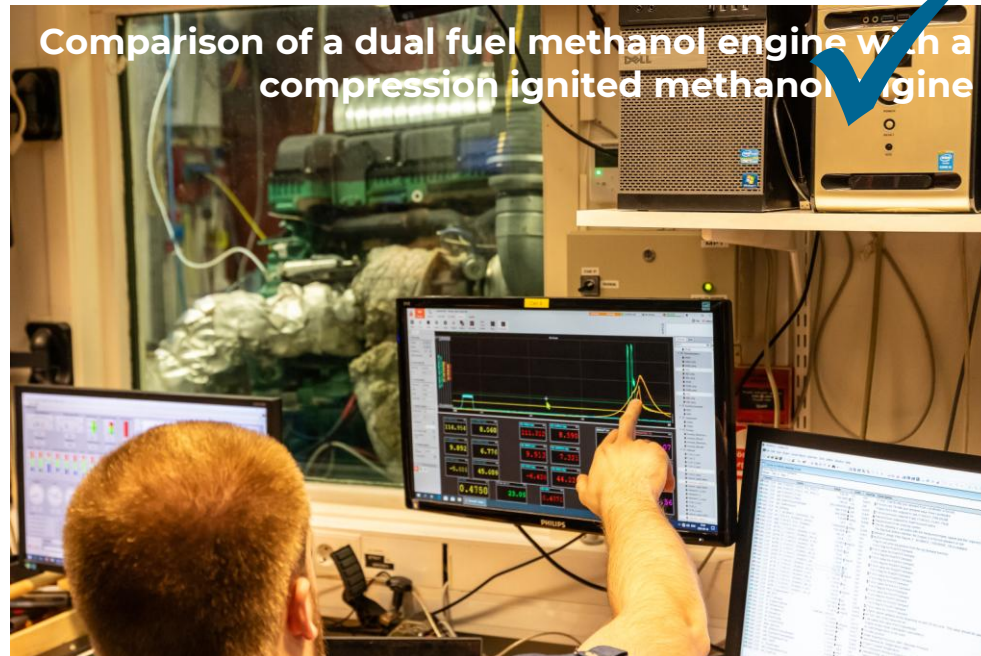


[Image: DST / Benjamin Friedhoff]

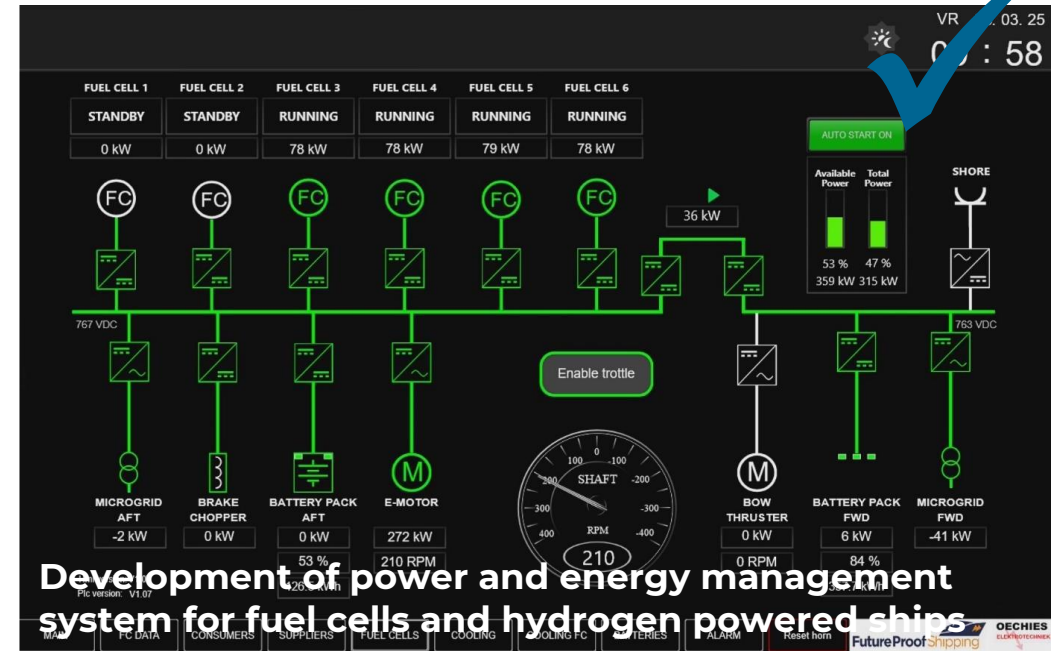


[Image: via donau / Johannes Zinner]

Demonstration: System Demonstrators



[Image: ScandiNAOS]

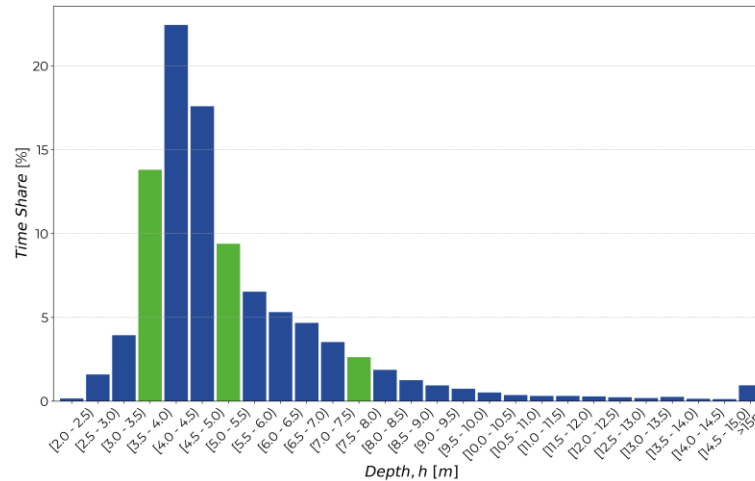


[Image: Future Proof Shipping]

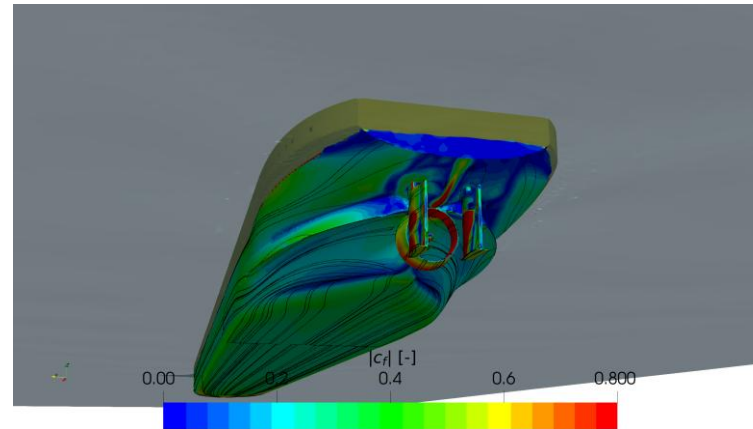
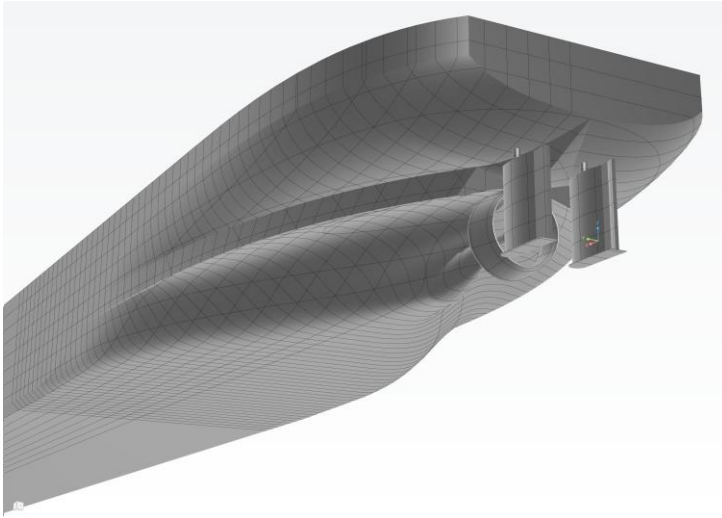
Demonstration: Model scale



- $L = 105$ m
- $B = 9.5$ m
- $d = 3.2$ m
- One ducted propeller, twin rudders
- 50 years old
- Several retrofits
- Bow thruster: 315 kW (1985)
- Main engine: 1170 kW @ 1600 RPM (2004)



Demonstration: Model scale



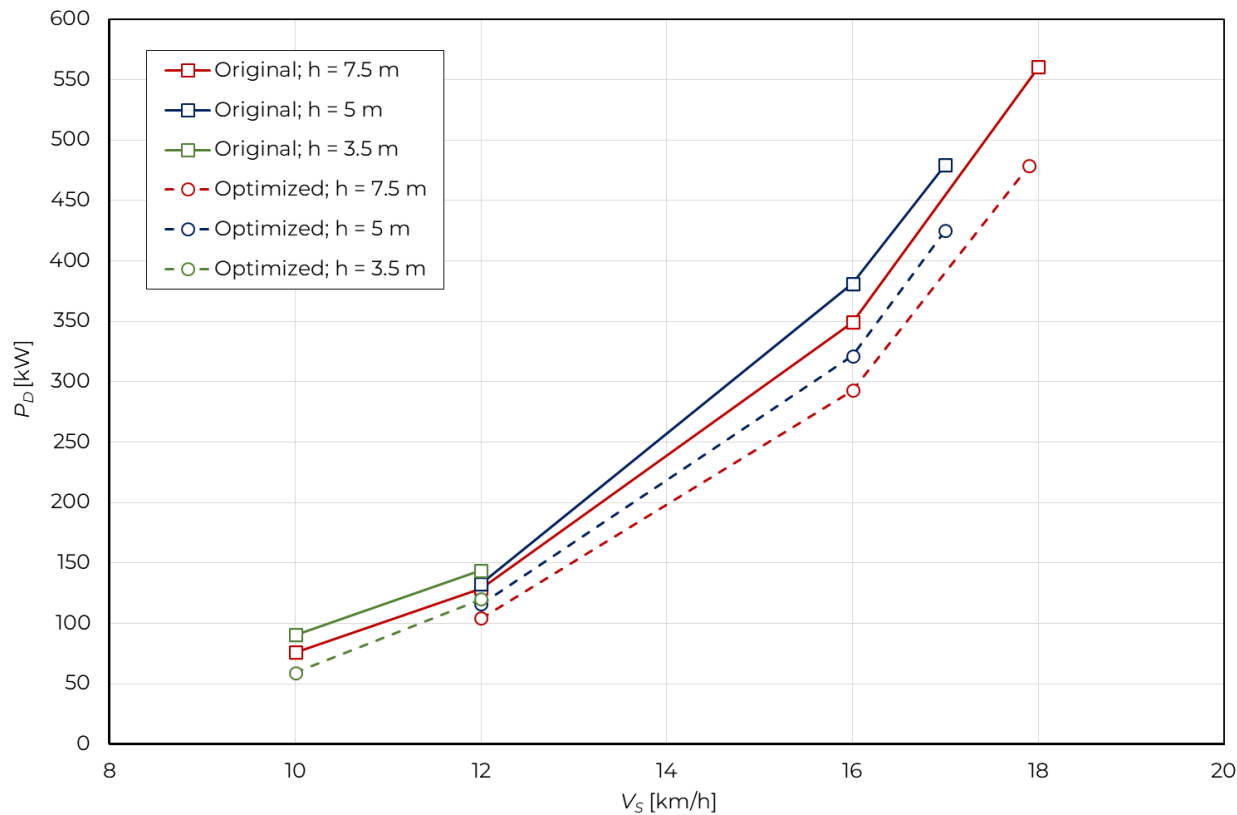
- Same main dimensions (L, B, d)
- Same aft ship length
- Same propulsion (one propeller, same diameter)
- Same displacement (loading capacity)
- Ensure operation at water depth of 1.3 m



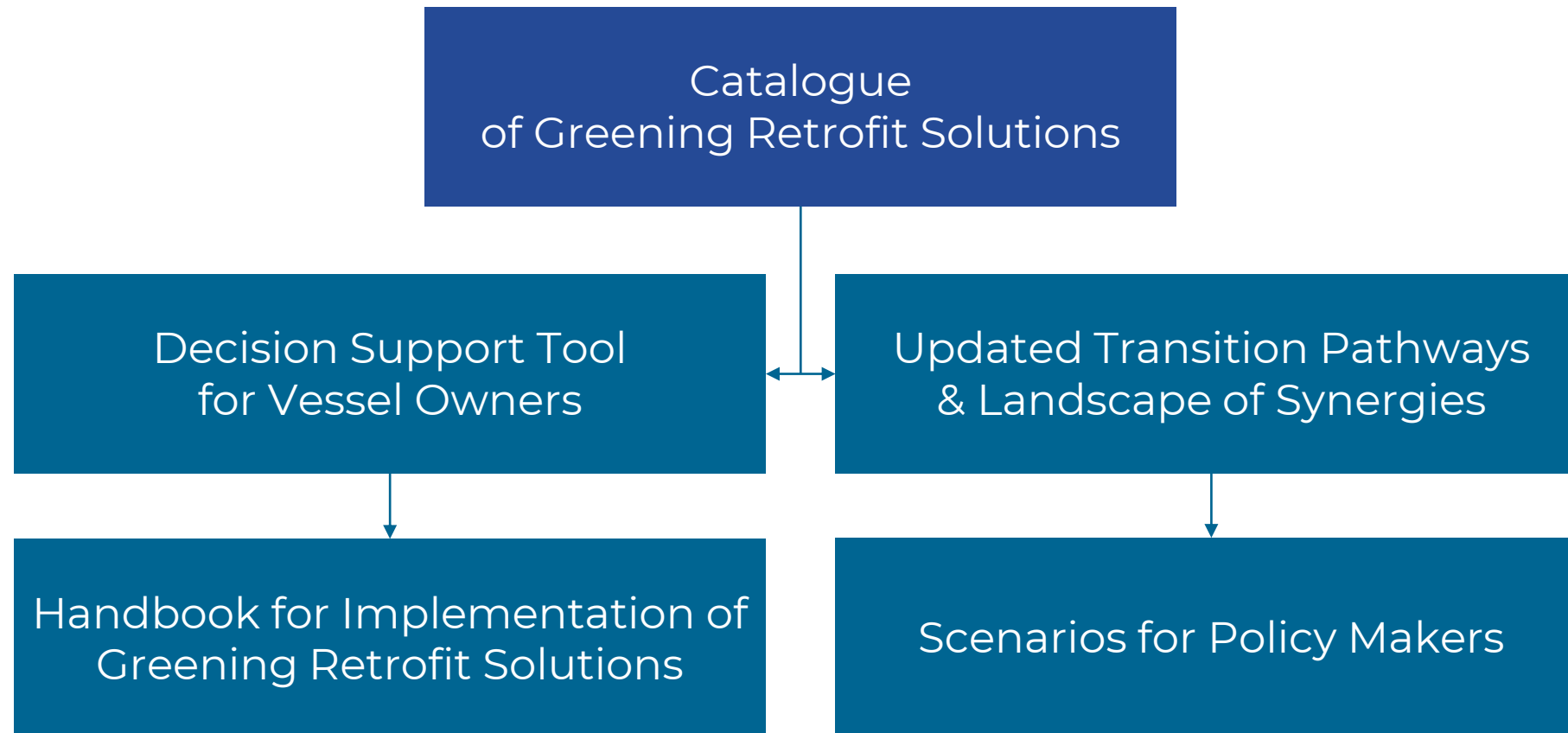
Innovation Action SYNERGETICS

Demonstration: Model scale

- Achieved reductions between 15% and 34%.



Integration and Acceleration: Tools



Integration and Acceleration: Tools



Funded by the Horizon Europe Programme of the European Union under grant agreement No 101096809

Funded by the Horizon Europe guarantee of the United Kingdom, under project No 10068310

Funded by the Swiss State Secretariat for Education, Research and Innovation

Integration and Acceleration: Tools

Decision support tool for owners of inland and coastal vessels

Decision support tools for owners of inland and coastal vessels

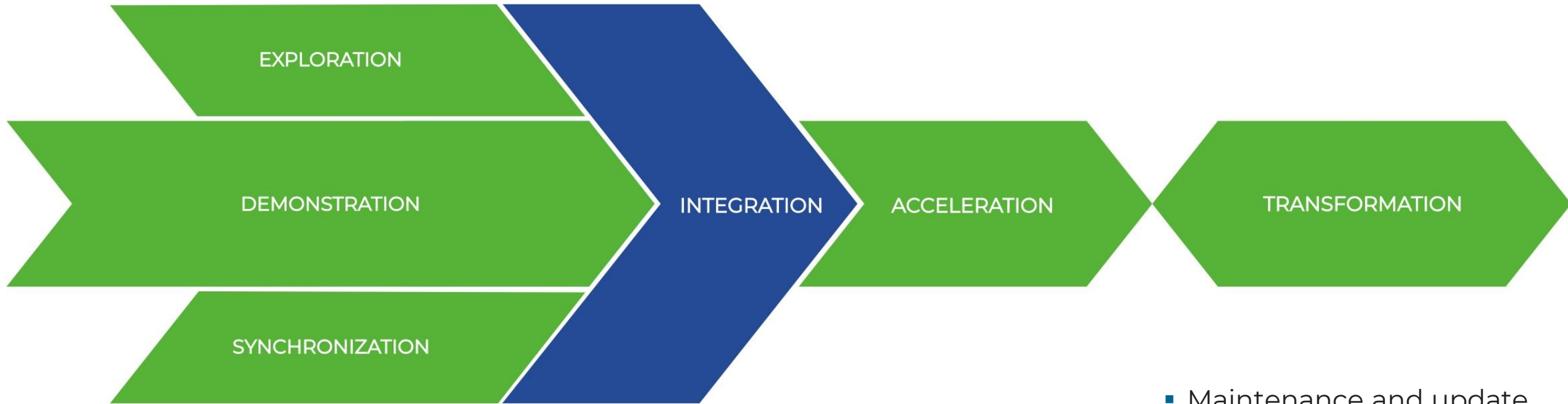
The purpose of this tool is to explore options to reduce climate change and air pollutant emissions of vessels. The tool takes into account the type of vessel the current type of propulsion and operational characteristics such as the energy demand and the autonomy. The user of the tool can select the required emission reduction. Next, the model will then select technologies and energy types which achieve the required emission reduction. The model can also take into account operational elements such as the loss of productivity, resulting from loss of payload and more time required for bunkering or recharging when using alternative energy solutions (e.g. batteries). When using economic data of the vessel (e.g. turnover, profits) the economic impact of loss of payload or additional bunkering time is expressed in euros. Possible subsidies on the capital investments can also be entered in the model, which helps the economic feasibility. The model calculates the estimated costs of using these technologies and energy types within a bandwidth (min, max) and compares the results with the costs of running the current vessel. In the results, the model presents top 3 of options which have the best economic performance to reach the emission reduction levels. Furthermore, detailed results are made available by the model on both the economic data and the emission data. Tables and graphs are presented in the results page. The results can be downloaded as well to Word, PDF or CSV files.



IWT Tool

Coastal Shipping Tool

Activities beyond the project duration



- Maintenance and update of the SYNERGETICS Tools
- Expansion of Landscape of synergies



Dr.-Ing. Igor Bačkalov

Dipl.-Ing. Benjamin Friedhoff

DST

backalov@dst-org.de

friedhoff@dst-org.de

www.synergetics-project.eu

linkedin.com/company/synergetics-project

Co-Funded by the European Union. Views and opinions expressed are however those of the authors only and do not necessarily reflect those of the European Union or CINEA. Neither the European Union nor the granting authority can be held responsible for them.



synergetics

Thank you for your attention!

Synergetics | Synergies for Green Transformation of Inland and Coastal Shipping 31.01.2023



Funded by the Horizon Europe Programme of the European Union under grant agreement No 101096809

Funded by the Horizon Europe guarantee of the United Kingdom, under project No 10068310

Funded by the Swiss State Secretariat for Education, Research and Innovation

CHALLENGES IN WATER TRANSPORT ANALYSIS AND SOLUTIONS

Presenter: Sanja Djurisc
Commercial Director, Port "Dunav" Pancevo Serbia
President of the Group for Ports and Wharfs, Serbian Chamber of Commerce
September 2026



SITUATION ANALYSIS OF THE PAST 2 YEARS

- **Port Logistics Integration:** Intermodal synchronization across vessels, rail freight, trucks, containers, and customs warehouses
- **Low Water Level Challenges:** Water level fluctuations on the Danube are no longer an anomaly, but a recurring operational challenge requiring adaptation
- **Geopolitical Impact:** Shifting global supply chains and trade dynamics affecting Danube logistics routes.
- **Climate Change:** Extended dry periods impacting seasonal river transport predictability.
- **Competitiveness of Serbian Products:** Maintaining export viability through cost-effective and resilient multi-modal transport chains.



SOLUTIONS

SHORT-TERM SOLUTIONS:

- Grain Export Realignment: Greater focus on rail and road transport for grain exports due to market shifts (e.g., Italy).
- Import Goods Optimization: Higher prioritization of import cargo, including liquid cargo like petroleum derivatives, via vessel-to-rail direct connection.
- Expansion of additional Services: Enhancing value-added services (supervised storage, container stripping/stuffing, handling smaller shipments, etc.).

LONG-TERM SOLUTIONS:

- **KEY SOLUTION!! River Navigability: Resolving the decades-long navigability bottlenecks on the Danube and Sava rivers.**
- Railway Modernization: Continuous upgrade of railway infrastructure, including private industrial sidings.
- Export Growth: Boosting production and export volumes of Serbian goods.
- Agricultural Resilience: Adopting climate-resilient crop hybrids and expanding crop irrigation systems.
- Port Infrastructure Adapting: Improving port infrastructure and superstructure to handle new cargo flows.



THANK YOU FOR YOUR ATTENTION



Watch a video





ABOUT THE COMPANY

Elixir Group is the leading producer of phosphoric acid and complex mineral fertilizers in Southeast Europe, operating two production complexes located in Šabac and Prahovo, Serbia.

With an annual output of over one million tons, the company exports 70% of its products to more than 85 countries across all continents.

The business system consists of **16 member companies** operating in close collaboration and employing more than 2,300 people.



MISSION

We are committed to responsible planning, production, and growth, continuously expanding our knowledge and skills. We create new value, foster partnerships built on trust and achieve success together.



VISION

We build a legacy through sustainable development, for the benefit of the community and the success of each individual.



15

member companies

2.308

employees

600.000 t/a

NPK mineral fertilizers

800.000 t/a

phosphoric acid

We export to

85+

countries around the world

50

different products

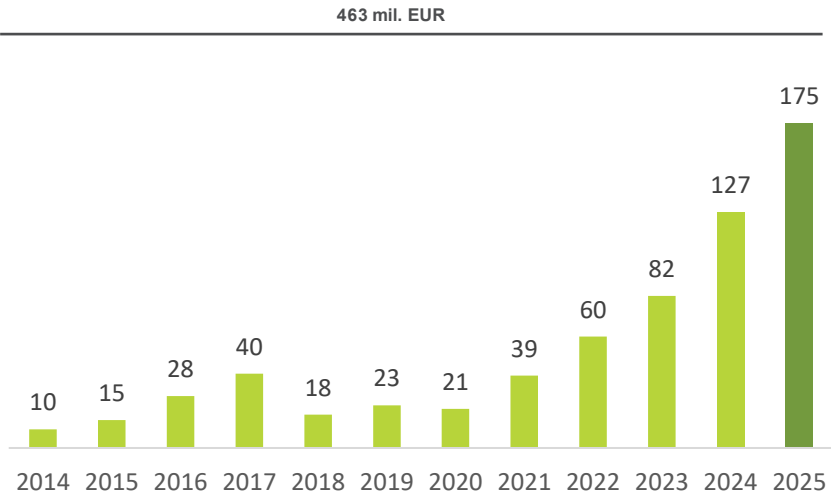
GROWTH AND DEVELOPMENT

Over the past decade, the Elixir Group business system has invested more than **€630 million** in production capacity, new technologies, environmental protection, and the modernization of storage, logistics and industrial infrastructure.

As part of the Prahovo 2027 investment cycle (2023–2027), Elixir Group has invested more than **€500 million**.

Elixir Group's sustainable development strategy prioritizes **growth in phosphoric acid production capacity, multi-stage processing optimization, quality enhancement, product portfolio expansion, and developing of service, logistics and energy infrastructure**, alongside comprehensive improvements in resource efficiency.

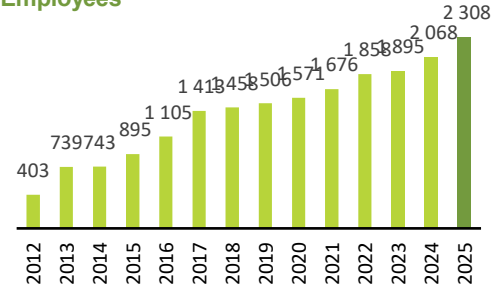
2023-2027
500+
million euros
of investment



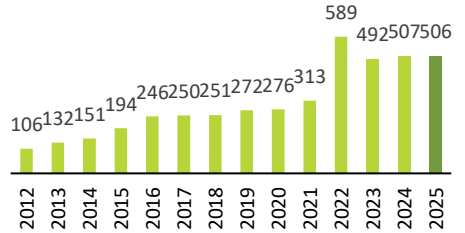
Elixir Group demonstrates consistent year-on-year growth, reflected in the continuous increase in revenue and workforce.

The business system is founded on the principles of best business practices, the application of modern technological solutions, continuous investment, and the development of young and ambitious talent.

Employees



Revenues in EUR million



“ We believe in the power of our values to create a unique team and a long-term sustainable business, where every member of our business family acts as a representative and ambassador of these values!





- **Trimodal state-of-the-art logistics hall (8000 sqm)** for weather-independent handling from ship, train and truck, as well as for storage of high quality products;
- **Integrated mooring basin (100 x 15 meters);**
- It's own industrial **railway line** (approximately **740 m**) that is connected to the regional railway infrastructure, with an unloading front of **200 m length**;
- **2 bridge cranes** with a payload of **42 tons** each;
- **5 forklifts** : 2x5 tons, 8 tons, 20 tons, 30 tons;
- State-of-the-art **equipment** for the storage of steel products;
- State-of-the-art **IT hardware and IT software equipment** (warehouse and logistics software);
- **8 air treatment plants** that will ensure during the winter an internal temperature inside the hall and the limitation of the relative humidity;
- **12 exhaust fans** mounted on the roof of the building, operated by an emissions detection and signaling system;
- **Environmental certification** according to EMAS and ISO14001;
- **Certification of the Quality Management System** in accordance with the standard ISO 9001:2015 and **Occupational Health and Safety Management** ISO 45001:2018
- **Operational full capacity: 500.000 Mto /year**



100

MIL. TONS/YEAR

Projected operational
capacity

19

METERS

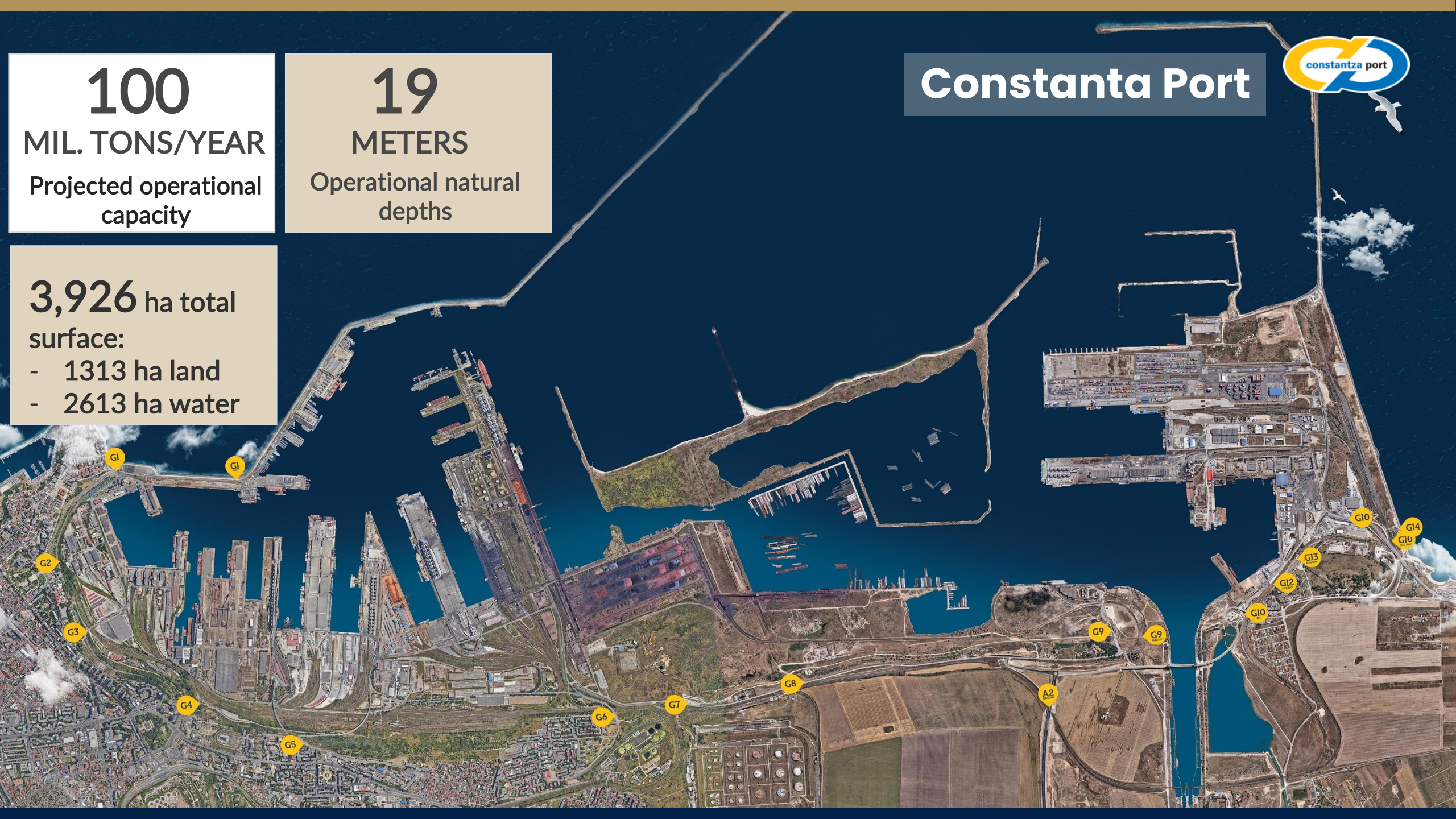
Operational natural
depths

3,926

 ha total
surface:

- 1313 ha land
- 2613 ha water

Constanta Port



Port facts

38
PORT
OPERATORS

100
FORWARDING
COMPANIES

APPROX.
1,000
entities are
performing
activities every day

APPROX.
12,000
employees working
within the port

12
AGRI-BULK
TERMINALS

2 mil. tons
STORAGE
CAPACITY

GRAIN
HUB

for Romanian, Serbian
and Hungarian crops



Port connections



Constantza Port has connections with all the modes of transport:



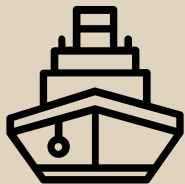
ROAD



RAIL



PIPELINE



**INLAND
WATERWAYS**



Photo Source: Panteia

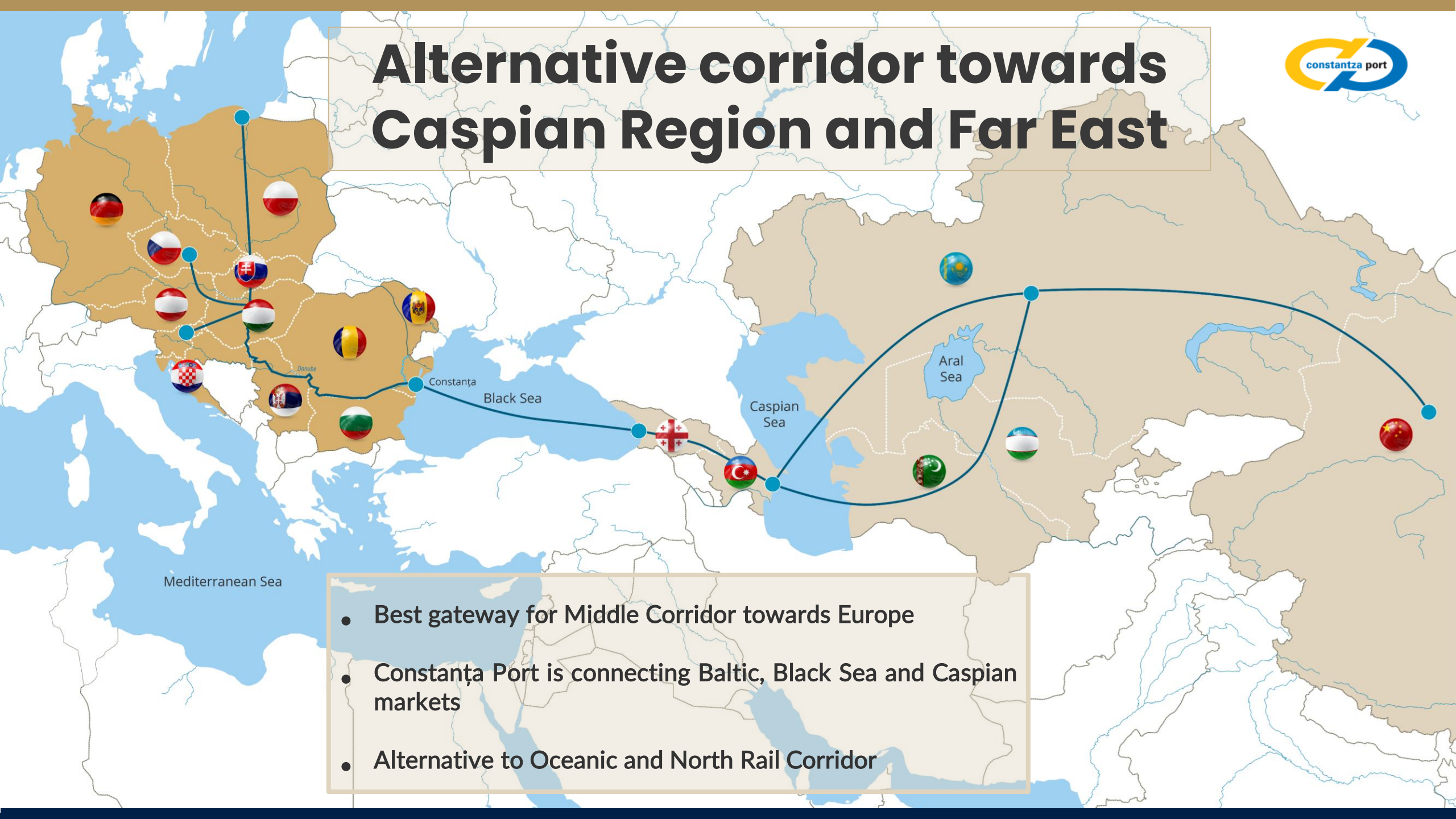
Part of “Rhine-Danube” TEN-T Corridor



Photo Source: Panteia

Part of “Baltic Sea-Black Sea-Aegean
Sea” TEN-T Corridor

Alternative corridor towards Caspian Region and Far East



- Best gateway for Middle Corridor towards Europe
- Constanța Port is connecting Baltic, Black Sea and Caspian markets
- Alternative to Oceanic and North Rail Corridor



HOW WE SHARE KNOWLEDGE AND ENGAGE OUR COMMUNITY



WEBSITE & NEWS

Regular news, stories, publications and updates on our website to inform and engage our community.

www.prodanube.eu



NEWSLETTER

Quarterly newsletter featuring projects, achievements, good practices and upcoming opportunities.



SOCIAL MEDIA

Active presence on LinkedIn to reach wider audiences and promote engagement.



EVENTS & CONFERENCES

Organizing and participating in events, workshops and conferences to share results, exchange experience and foster dialogue.



PUBLICATIONS & TOOLS

Developing and sharing studies, policy papers, guidelines, maps and other practical tools.



MULTIMEDIA CONTENT

Creating videos, infographics and visual materials to communicate complex topics in an engaging way.



NETWORKS & PARTNERSHIPS

Collaborating with partners and networks to amplify messages and strengthen cooperation across the Danube Region.



STAKEHOLDER ENGAGEMENT

Maintaining continuous dialogue with members, experts, institutions and local communities.

WHO WE REACH



Policy makers & public institutions



International organizations



Academia & research institutions



Civil society & NGOs



Private sector & businesses



Local communities & citizens



Media & opinion leaders

THE IMPACT OF OUR DISSEMINATION



Stronger awareness of Danube Region priorities



Better informed policies and decisions



Enhanced cooperation and knowledge exchange



Greater contribution to sustainability and resilience



Together, we disseminate knowledge.
Together, we build a sustainable Danube Region.





GOOD INLAND PORT STATUS (GIPS)

The node companion to Good Navigation Status (GNS)



GNS strengthens the LINKS



LINKS — covered by GNS

- ✓ Fairways
- ✓ Locks & bridges
- ✓ Traffic management
- ✓ Navigation services



A transport network performs only as well as its **weakest element.**

GIPS strengthens the NODES



NODES — covered by GIPS

- ✓ Port access
- ✓ Terminals & reliability
- ✓ Multimodal interfaces
- ✓ Digital processes
- ✓ Port land & activation



GNS + GIPS = a complete IWT network

Reliable links. Reliable nodes. Stronger waterways. **Stronger Europe.**

 Mentimeter

What makes a 'good' inland port?

Scan to contribute.



Closing of the Day



pro DANUBE

DANUBE REGION
strategy
Mobility | Waterways

Danube Ports Days 2026

23-24 September, Belgrade

Organised by Pro Danube back-to-back with EUSDR PA1a

Networking Dinner

