



Danube Ports Days 2026

23-24 September, Belgrade

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

Agenda – Day 2: 24 September 2026

Interreg Programme
Danube Region



Co-funded by
the European Union



Agenda

PA 1a Workshop on Port Infrastructure and Management 24 September 2026

Venue: Hotel IN, Belgrade, Blvd Arsenija Carnojevisa 56, Novi Beograd, 11000
All times are in Central European Time (CET)

09:00 – 09.30	Registration and welcome coffee
09.30 – 09.50	Introduction & welcome <i>Ms. Monica Patrichi, Priority Area Coordinator PA1a</i> <i>Mr. Manfred Seitz, Danube Commission, Conditions for navigation in 2026 and measures to mitigate the effects of low waters levels</i>
09.50 – 11.30	Developments on port infrastructure and future alignments with EU Ports Strategy - <i>Mr. Matej Kerestúr, Public Ports Slovakia JSC</i> - <i>Mr. Srdja Ljesevic, Port Governance Agency Serbia</i> - <i>Mr. Dan Nicolae Tivilichi - National Company Administration of The Danube Maritime Ports, Romania, Ports of Galați, Brăila, Tulcea</i> - <i>Mr. Nicolae Lupașcu, Port of Giurgiulești, Naval Agency of the Republic of Moldova</i> - <i>Mr. Dmytro Barinov, Ukrainian Ports Association (UKRPORT)</i>
11.30 – 12.30	Transnational initiatives - <i>Mr. Cristian Dragu, Dewatering & Silent Piling Romania, Port infrastructure works</i> - <i>Mr. Ronald Bijl, Connect4Shore, Digital services for port sector</i> - <i>Mr. Sasa Jovanovic, Good Inland Ports Status - An industry Initiative, results from mentimeter survey</i>
12:30 – 14.00	Networking lunch

Introduction & Welcome





Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission

Austria Bulgaria Croatia Germany Hungary Moldova Romania Serbia Slovakia Ukraine



Danube River Navigation Conditions 2026 and measures to mitigate the effects of low water levels

EUSDR/PA1A Workshop on Ports Infrastructure and Management

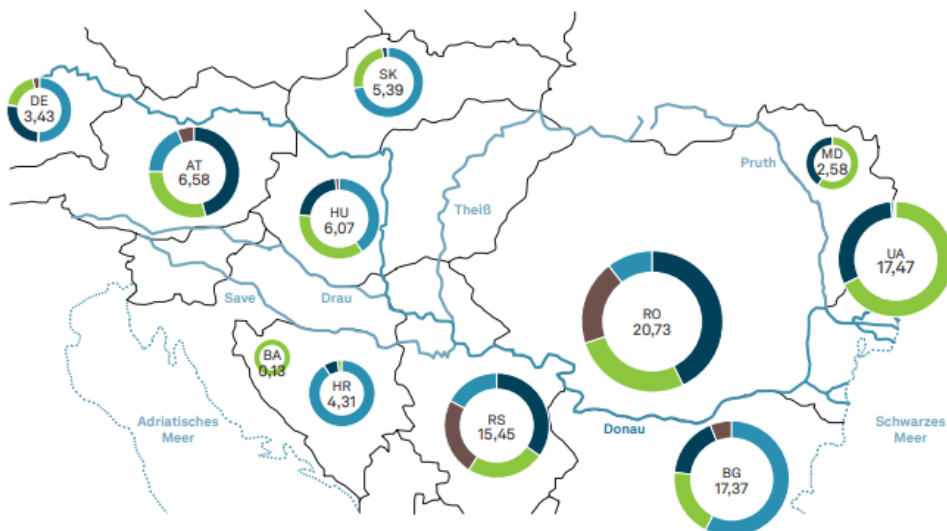
Manfred Seitz, Director General, Secretariat Danube Commission
24 September 2026, Belgrade

Freight transport on Danube & Sava 2024: 46,9 mio tons

in Mio. Tonnen

■ Import ■ Export ■ Transit ■ Inland

Source: via donau, Annual Report 2025



➤ 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 / 2023: 55,2 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)**



Selected Gauging Stations: 2026 Minimum vs. Historical Record

Country	Gauge	River KM	Low Navigable Water Level (cm)	Historical minimum (cm)	2026 minimum (cm)	Below historical (cm)
Austria	Wildungsmauer	1894+720	155	89 (22.10.2018)	68 (07.09)	-21
Slovakia	Bratislava- Devín	1879+800	144	66 (07.01.1954)	56 (07.09)	-10
Hungary	Mohács	1446+900	143	50	29 (12.09)	-79
Croatia	Batina	1424+840	8	-84	-162 (12.09)	-78
Serbia	Novi Sad	1255+000	57	-68 (08.01.1947)	-80 (13.09)	-12
Romania	Corabia	630+000	-10	-116	-155 (15.09)	-39
Bulgaria	Svishtov	554+300	76	-55 (07.09.2003)	-76 (26.08)	-21
	Ruse	495+600	53	-73 (08.09.2003)	-129	-56
	Silistra	375+500	80	-53 (24-25.08.2022)	-119	-66



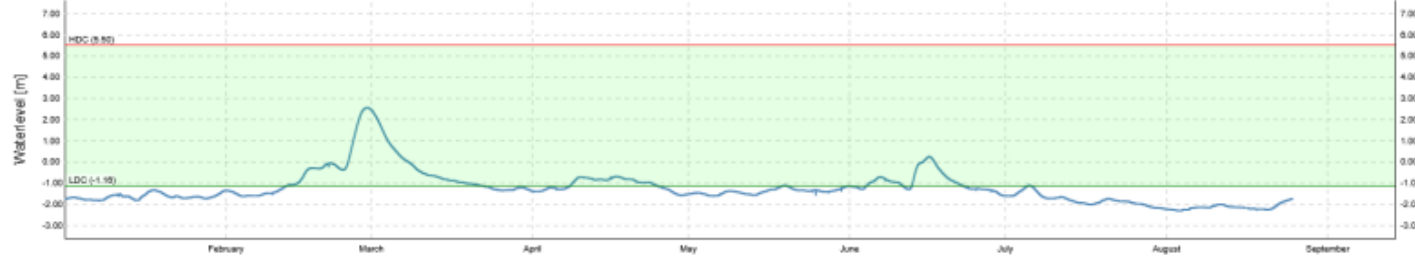
Historic Low Discharge across all Danube sections

Hydrological conditions 2026 (01.Jan- 14.Sept)

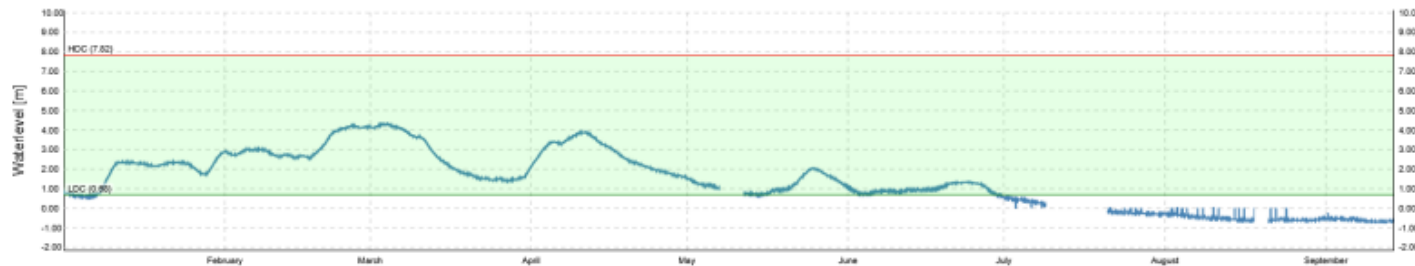
Upper Danube
(Wildungsmauer)



Central Danube
(Dunafoldvar)



Lower Danube
(AHS Svishtov)



Source:
EUSDR/PA1A, Iris
Marstaller, JS
Meeting, 17
September 2026,
Zagreb



Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission

Austria Bulgaria Croatia Germany Hungary Moldova Romania Serbia Slovakia Ukraine

Hungary



Photo credit: HU ICPDR Delegation

**Source: ICPDR, JS Meeting
17 September 2026**

Ukraine



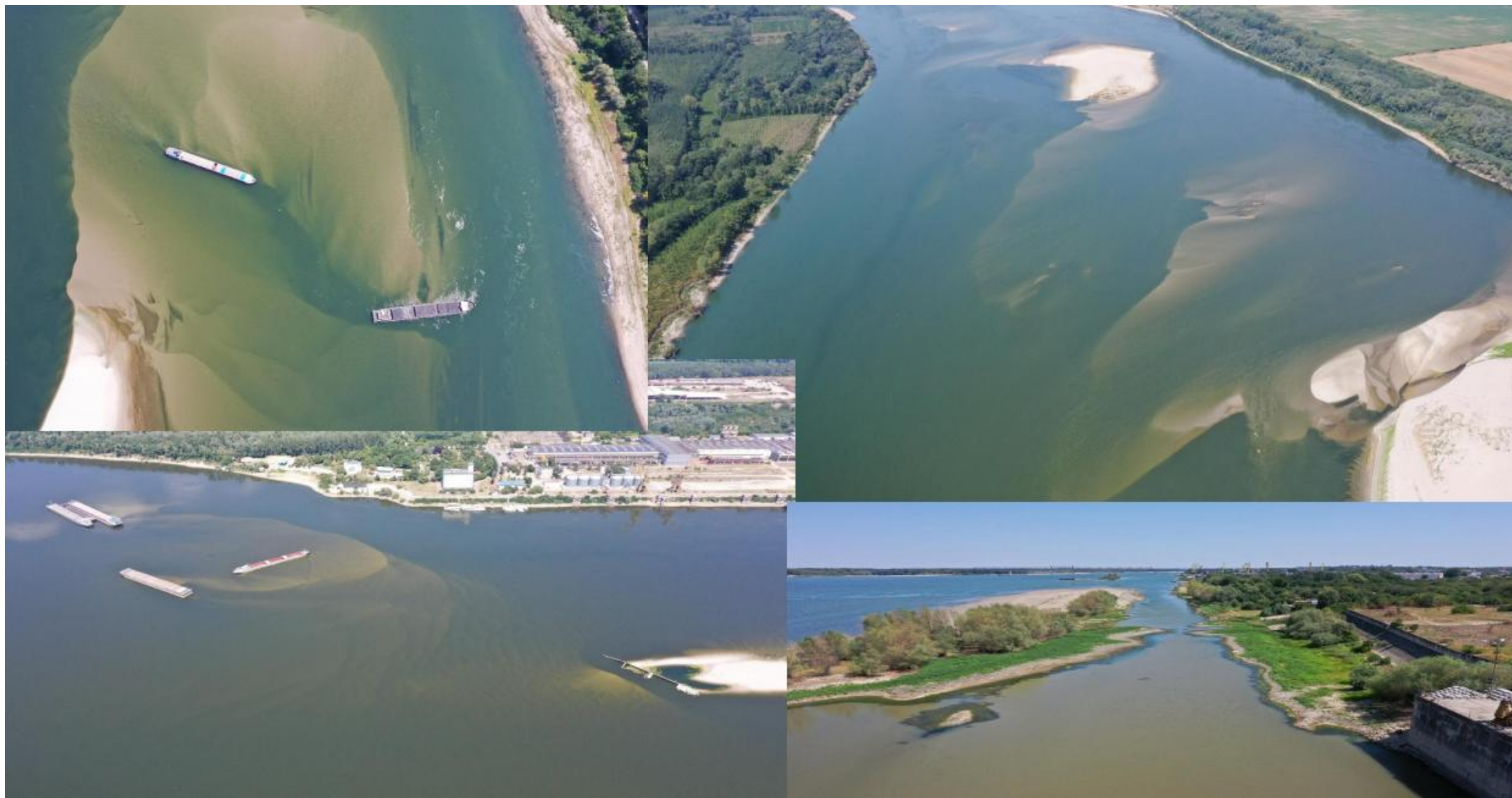
Photo credit: UA ICPDR Delegation



Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission

Austria Bulgaria Croatia Germany Hungary Moldova Romania Serbia Slovakia Ukraine

**Source: APPD, JS Meeting
17 September 2026**





Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission

Austria Bulgaria Croatia Germany Hungary Moldova Romania Serbia Slovakia Ukraine

Corabia_09_09_2026
Water Level -146
LNWL -10

**Source: AFDJ, JS Meeting
17 September 2026**





Number of days in 2026 on which the LNWL was not reached

Gauge	rkm	LNWL	2026						
			Jan	Feb	Mar	Apr	May	Jun	Jul
Kelheim (D)	2,415	250	31	7	3	9	30	19	31
Deggendorf (D)	2,284	210	19	7	0	6	29	17	29
Kienstock (A)	2,015	161	28	9	1	0	0	0	16
Wildungsmauer (A)	1,895	155	31	11	7	10	5	2	27
Nagybaics (HU)	1,801	46	23	10	3	3	9	3	26
Esztergom (HU)	1,719	48	26	8	0	4	13	3	27
Budapest (HU)	1,647	106	28	10	0	5	17	2	27
Dunaföldvár (HU)	1,561	-139	30	9	0	5	16	2	28
Apatin (RS)	1,402	47	31	10	0	3	27	3	31
Backa Palanka (RS)	1,299	47	31	3	0	1	19	3	31
Novo selo (BG)	834	77	6	0	0	0	10	12	31
Calafat (RO)	795	-5	6	0	0	0	16	21	31
Silistra (BG)	376	80	9	0	0	0	10	12	31



Draught of cargo vessels in 2026 Q1+2 (cm)

Month	Loaded, going upstream	Loaded, going downstream
January	230/250 (250/270*)	220/230 (220/230)
February	250 (270)	220/210 (230)
March	230 (270)	200/210 (220/240)
April	200 (230)	170/160 (210/230)
May	200/210 (230)	180/170 (210/230)
June	200/210 (230)	180/190 (229/230)
July**	170/150 (190)	150/130 (160/180)

* Indicators for the corresponding period of 2025 are given in brackets for comparison.



Table 3.6. Cargo turnover of the ports of the Danube countries
in several periods of recent years,
(thousand tonnes)

Country/year	2023	2024	2025	2025 (Q1+2)	2026 (Q1+2)
Germany	2,228	2,047	2,266	1,001	Later
Austria	4,760	5,349	5,130	2,632	Later
Slovakia*	1,509	1,473	1,700	802	832
Hungary	3,604	4,019	3,940	2,022	1,445
Croatia**	364	392	319	133	271
Serbia**	12,931	12,816	12,280	6,627	Later
Bulgaria	7,026	7,520	5,997	3,306	2,916
Romania	28,857	23,759	19,499	9,049	9.314
Republic of Moldova	2,668	2,579	2,626	1,078	1,654
Ukraine	32,021	17,396	8,907	4,464	3,401
Total	95,968	77,350	62,664	31,114	

* Only Bratislava and Komarno

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



Market Observation & Interactive maps

Market Observation for the Danube Navigation, publications

- Market Observation for Danube Navigation, Annual Reports
- Market Observation for Danube Navigation, Quarterly Reports
- Economic Analysis Reports

<https://www.danubecommission.org/dc/en/danube-navigation/market-observation-for-the-danube-navigation-publications/>

Interactive Maps

<https://www.danubecommission.org/dc/en/danube-navigation/interactive-map-of-the-danube/>

<https://www.danubecommission.org/dc/en/danube-navigation/danube-ports-map/>



Dredging Volumes by Country, March–September 2026

Country	Location / method	Volume (m ³)
Austria *)	Wachau / East of Vienna (shallow gravel sections)	46,853
Austria	Austrian Danube, lateral sedimentation (fine sediment)	26,962
Austria	East of Vienna, bedload management (gravel)	76,294
Bulgaria	Batin Island and Belene Island (Jun, Sep)	162,097
Romania	5 sections, rkm 611–784.6 (Apr–Jul)	169,707
Serbia	Arankina Ada, km 1244.8–1248 (Mar–Apr)	59,000
Serbia	Preliv, km 1195–1207 (completed 21.08.)	81,000
Slovakia	rkm 1864 – Vlčie hrdlo (shallow section)	11,017
Slovakia	Hrušov reservoir (suction dredger + dewatering)	33,345
Slovakia	rkm 1791 – Veľké Kosihy (shallow section)	16,815

COMBINED TOTAL, FIVE COUNTRIES**≈ 683,000 m³***dredging is prioritised to first restore a minimum “deep channel”, then widen to full fairway width*

Sources: national presentations, 17th Meeting on the follow-up of the Joint Statement 2.0 (Zagreb, 17.09.2026), Slovakia from EM HYDRO Meeting 25.08.2026, Budapest



Survey, Marking and Navigational-Information Measures

Hydrographic surveys

Serbia: daily surveys, rkm 1195–1287, focused on Preliv, Beška, Čortanovci, and Arankina Ada. Romania and Bulgaria: repeated drone and echo-sounder surveys at critical sections.

Electronic navigational charts (ENCs)

Austria: recommended-track overlay live since June 2026 (Wachau, East of Vienna). Serbia: Sava/Tisa ENCs updated mid-June, Danube ENCs mid-July 2026.

Navigation bulletins

Serbia: revised bulletin format (April 2026) with hourly/daily levels and critical-sector status. Romania: ENC and bulletin updates roughly twice monthly.

Virtual AIS aids to navigation

Croatia and Serbia deploy virtual AIS AtoN buoys where physical marking is unsafe or impractical at reduced depths, supplementing physical buoys and RIS.



Cross-Border Information Exchange

Daily data exchange

Romania: daily email exchange of minimum available depths with Bulgarian and Romanian naval authorities, in place since 6 July 2026.

Direct engagement with operators

Romania/Bulgaria: meetings with navigation companies covering hydrological conditions, traffic status and operational issues.

Bilateral authority meetings

Meetings held between Bulgarian and Romanian naval authorities on navigation conditions along the shared river stretch.

Multilateral reporting

Joint reporting at the Danube Commission's Expert Meetings enabling a consolidated view of conditions along the Danube River's full navigable length.



Danube closed - Bottom sill at Paks

- Danube is closed since 13 August 2026 (NtS 081/DU/2026)
- Emergency legislation to secure operation of water supply for NPP Paks by Hungary
- Notification acc. Art. 3 Danube Convention
- Continuous information exchange with ICPDR and EC/DG MOVE

Discharge at gauge Paks 23.09.2026, 07:00;
815 m³/s

Gauge Paks value 23.09.2026, 07:00; - **71 cm**

Gauge Paks value forecasts:

24.09.2026; -82 cm
25.09.2026; -89 cm
26.09.2026; -94 cm
27.09.2026; -95 cm
28.09.2026 ; - 94cm
29.09.2026 ; -95 cm

If we assume that at LNWL (-4 cm) a fairway depth of 2.5 m is guaranteed, given the current water level at Paks of -71 cm, the navigable depth would be 183 cm without the sill.



Source: OVF, presentation from 14 September 2026 for DC EM HYD meeting, Budapest



Exchange of information between the General Directorate of Water Management (OVF) and the Danube Commission

- Article 3 of the Convention regarding the Regime of Navigation on the Danube (Belgrade, 18 August 1948)
- Note Verbale of Hungary of 13 August 2026, and Notice to Skippers No. 081/DUI/2026
- Letter of the Secretariat DC 105/VIII-2026 of 17 August 2026
- Presentation of the General Directorate of Water Management, “Design and construction of the bottom sill at Paks”, extraordinary Expert Meeting on Hydrotechnical Matters, 25 August 2026
- Letter of the Secretariat DC 109/VIII-2026 of 26 August 2026, with Annex
- Letter of the General Directorate of Water Management 33466-0062/2026 of 2 September 2026, with annexes (daily discharges 1996–2025; hourly discharges 1996–2025; Q–H rating curve, Paks)
- Letter of the General Directorate of Water Management 33466-0061/2026 of 3 September 2026
- Letter of the Secretariat DC 113/IX-2026 of 4 September 2026
- Summary of the hydrodynamic calculations of the Budapest University of Technology and Economics, “Paks navigation, $Q = 820 \text{ m}^3/\text{s}$ ”, 6 September 2026
- Letter of the General Directorate of Water Management 33466-0068/2026 of 8 September 2026, with the BME summary
- Letter of the Secretariat DC 115/IX-2026 of 8 September 2026
- Letter of the Secretariat DC 122/IX-2026 of 11 September 2026 — invitation and preliminary agenda to the meeting

DC SEC Interaction with Hungarian authorities

Meetings DC – Hungarian authorities

- 18-08-2026: Bilateral meeting OVF – DC SEC
- 24-08-2026: On-site visit DC SEC together with ES ICPDR
- 25-08-2026: 1st extraordinary Expert Meeting HYDRO
- 14-09-2026: 2nd extraordinary Expert Meeting HYDRO
- **24-09-2026: 3rd extraordinary Expert Meeting HYDRO 1-4PM**

Exchange between the European Coordinator for the Rhine–Danube Corridor and the Minister of Construction and Transport of Hungary

- *Letter of the European Coordinator, Ms Margarida Marques, to Mr Dávid Vitézy, Minister for Transport and Public Works, of 27 August 2026*
- *Reply of Mr Dávid Vitézy, Minister for Transport and Public Works, of 30 August 2026*
- *Letter of the European Coordinator, Ms Margarida Marques, of 2 September 2026*
- *Reply of Mr Dávid Vitézy, Minister for Transport and Public Works, of 11 September 2026, with the summary of the hydrodynamic calculations*

Statement of EUSDR/PA1A sent to EC President and DG MOVE leadership Statement and Interventions of Pro Danube International, EBU, et other on EC level

Statement and Intervention of Pro Danube Austria on national level Statement and Intervention of Companies of Bratislava Agreement

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Climate change creates new realities - the way forward

Change of patterns for low-water (time of the year, intensity, duration of low-water periods)

→ Adapting waterway and port infrastructure to climate change impact based on JS 2.0 principles

- Elimination of existing bottlenecks via national budgets and other EU funds (2027 onwards)
- Infrastructure measures carried out as **joint project(s) of waterway administrations in CEF3 (2028 – 2034)**

→ Adapting maintenance strategies of waterway administrations

- *Intensive monitoring of shallow sections and proactive dredging & fairway marking required throughout the whole year*
- *Definition and creation of a “deep fairway channel” to enable traffic on the Danube as long as possible throughout low water periods*
- *Priorisation of maintenance activities according to service levels (via donau approach)*
- *Flexible infrastructure elements to adjust the intensity of river regulation to the actual discharge conditions (lower discharge → higher regulation intensity)*

→ Improved communication between authorities & barge operators on fairway conditions (actual & correct)

- *Including direct communication channels to the vessel operators and captains (model APPD & AFDJ)*
- *Strict enforcement of draught limitations at critical sections to avoid blockage*

→ DC SEC will propose **“Action Plan for adapting Danube navigation to climate change impact”**

! Continue & speed up decarbonization of vessels & ports based on favorable EU regulatory framework



Action Plan for adapting Danube navigation to climate change impact – objectives

- **A common Danube-wide analysis of changing discharge patterns and their effect on fairway availability**
 - Harmonised hydrological data and climate projections as the shared basis for all riparian states
- **Resilience targets expressed as fairway availability, not only as depth at a reference level**
 - Availability of a continuous fairway in days per year as the operational resilience indicator
- **A harmonised catalogue of adaptation measures for all Danube riparian states**
 - Covering maintenance and infrastructure, standards and references, information services, fleet, logistics and governance
- **The political and technical basis for a joint CEF 3 centered investment programme**
 - Bundling the national infrastructure measures into joint project(s) with the backing of all administrations to make use of EU funds in 2028-2034
 - Action Plan could as political facilitator for joint application following the “FAIRway Danube” project model
- **Coherence with Joint Statement 2.0, the FRMMP, TEN-T / Good Navigation Status and NAIADES III**
 - One consistent line towards the European Commission instead of parallel national processes
- **Start of discussion with DC Member States: DC SEC proposal to the Technical Working Group, 10–12 November 2026 for mandate to take preparatory steps**



Action Plan – measures building blocks already available

- **Maintenance:** year-round monitoring, proactive dredging, prioritisation according to levels of service, restoring fairway continuity in the LoS 1 “deep channel” first, sediment and bedload management
 - *via donau, Extraordinary Expert Meeting on Hydrotechnical Matters, 25/08/2026*
- **Flexible infrastructure:** elements that adjust the intensity of river regulation to the actual discharge conditions – FAIRWAY Danube 2 pilots to be scaled Danube-wide (applied at Paks NPP emergency measures as well as for Cernavoda NPP)
- **Standards:** revision of the RNW/LNWL reference as one option to be assessed, alongside a goal-based approach to fairway parameters in free-flowing sections and availability-based service targets
- **Information:** recommended track in Inland ENCs, real-time depth information, extended forecasting horizons (7 days / 14 days / 6 weeks), waterway digital twins, direct communication channels to captains
- **Fleet and logistics:** low-water-optimised newbuilds and retrofits with public support, coupled formations, storage capacity, multimodal contingency planning
 - *To be considered: CCNR reflection paper “Act now!” 3.0 on low water and effects on Rhine navigation*
- **Governance:** proportionate authorisation procedures for routine fairway maintenance, cross-sectoral dialogue, capacity building of national administrations

Possible reference: German Aktionsplan „Niedrigwasser Rhein“ (2019) – eight measures across information, transport and logistics, infrastructure and long-term options – plus a transboundary coordination layer and the fleet dimension



Dynamic river management the methodological anchor: Joint Statement 2.0

- **Joint Statement 2.0 provides the doctrine**
 - Adopted by the Danube Commission on 12 June 2025, by the ICPDR on 17–18 June 2025 and by the Sava Commission on 4 August 2025
 - Shift from project-based planning to a comprehensive, adaptive management approach – the river corridor treated as one system
 - Waterways “fit for purpose” and “fit for the future” while preserving (near-)natural river dynamics and ecosystem functions
 - Well-managed fairway maintenance and innovative flexible solutions named among the most important strategies for climate resilience
- **“Dynamic river management” – the operational translation for waterway administrations**
 - Regulation intensity, sediment management, and infrastructure elements follow actual and projected discharge conditions
 - Instead of a fixed, statically dimensioned regulation regime tied to a single reference water level
 - The FAIRWAY Danube II flexible-infrastructure pilots are concrete applications – the task of the Action Plan is to facilitate scaling the concept from pilots to Danube-wide practice

Thank you for your attention!

Secretariat of the
Danube Commission

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Donaukommission
Commission du Danube
Дунайская Комиссия



Developments on Port Infrastructure and Future Alignments with EU Ports Strategy



PUBLIC PORTS OF SLOVAKIA

3 Passenger & 2 Cargo Ports on the Danube

Verejné prístavy, a.s. (VPAS) is a 100% state-owned company. We manage, modernize and develop the Danube ports in Bratislava, Komárno and Štúrovo, and support cargo and passenger transport on the river. VPAS owns the port land, water basins, port infrastructure and equipment, and a large fleet of tugs and barges.

Our Ports

2 Cargo Ports

- Cargo Port of Bratislava: a trimodal hub on the Danube that links river, rail and road in the TEN-T network. It handles containers, bulk, liquid and heavy/oversized cargo.
- Cargo Port of Komárno: where the Váh meets the Danube, next to the Hungarian border. It handles bulk materials, agricultural goods and heavy cargo.

3 Passenger Ports

- Port of Bratislava: city-center terminal with 32 berths
- Port of Komárno: historic mooring site with 4 berths
- Port of Štúrovo: cross-border tourism terminal with 6 berths

Port of Bratislava



Passenger port

Cargo port

Shipyard

-  Passenger port
-  Cargo port
-  Shipyard

Total positions: 32
Annual dockings: 4,400
Annual passengers: 650,000

Modernization of the Port of Bratislava



Territorial parts of the public port of Bratislava (orthophoto map)

Landlord model

VP a.s. does not handle cargo. We own the port infrastructure and give equal access to all operators. The operator is chosen in an open tender.

Area: both Danube banks, river km 1,871.35 – 1,862.00 · based on **Master Plan II**

1

North & South Basins (Winter Port)

New use for passengers and leisure; cargo moves to Pálenisko

2

Pálenisko Basin

All cargo handling moves here – one new cargo port

3

Shipyard (NOL) Basin

A modern ship repair facility

4

Passenger Port

New berth layout and shore power

Part 1 – Winter Port (North & South Basins)

1897

Year the Winter Port was built

~1.9 Mt

Cargo per year – spread over too large an area

€1.275 M

New city plan – paid by VP a.s. (GBER compliant)

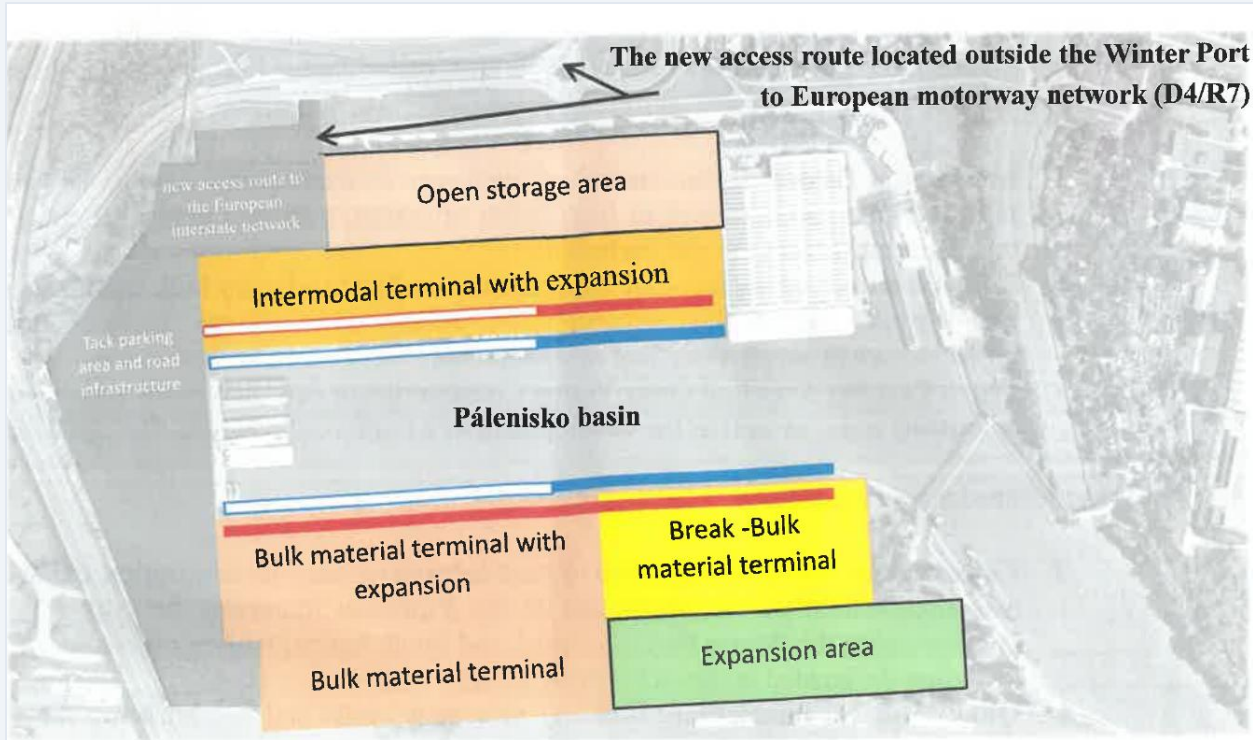
From cargo to city

- The Winter Port will be used only for passengers and leisure.
- All cargo moves to Pálenisko – faster and more efficient.
- The port becomes part of the new city districts Mlynské Nivy and Eurovea II – like in Hamburg, Copenhagen or London.
- We prepare the study together with the Metropolitan Institute of Bratislava and the city's chief architect.



New Mlynské Nivy district next to the Winter Port

Part 2 – Pálenisko: the New Cargo Port



Planned layout of the Pálenisko basin

Infrastructure only: cranes and loaders are not included. The basin was built in 1975–1983; this is the chosen option of Master Plan II.

Terminals

- Intermodal terminal**
Concrete areas, crane and rail tracks, more container space
- Bulk terminal**
For dry bulk cargo
- Break-bulk terminal**
Concrete areas and access roads
- Truck parking & quay walls**
New and repaired quay walls, truck parking

Planned works

- New roads and direct access to the D4/R7 motorway
- New and repaired quay walls
- Bigger container terminal
- New rail and crane tracks
- New utilities: power, pipelines, data, sensors
- Concrete areas for bulk cargo

Part 3 – Shipyard (NOL) Basin



NOL basin – ship lift and old quay walls

1

Roads & parking

Repair of existing roads and parking

2

Utility networks

Repaired and new power, pipeline and data networks

3

Ship lift & quay walls

Repair of the ship lift and the old quay walls

Goal: a modern ship repair facility. Design and permits 2025–2029, construction 2029–2032.

Part 4 – New Passenger Port Layout



New berths OPBA 1–23 in the Bratislava passenger port

- Ships use electricity from the grid instead of diesel generators.
- New berth layout and new mooring elements (floating pontoons not included).

32 → 23

berths after the change

150 m

standard berth length

18 + 5

left bank (cruise ships) + right bank (small boats)

9 · 3

shore power berths · new transformer stations

Passenger Port of Bratislava

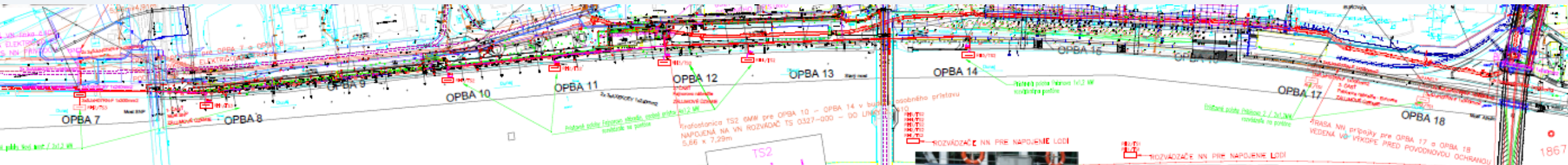
Technical Infrastructure

- Location: Danube river km 1870 – 1867
- Capacity: 18 passenger berths
- Water depth: 1.8 – 4.0 m
- Vessels: river cruise ships and excursion boats

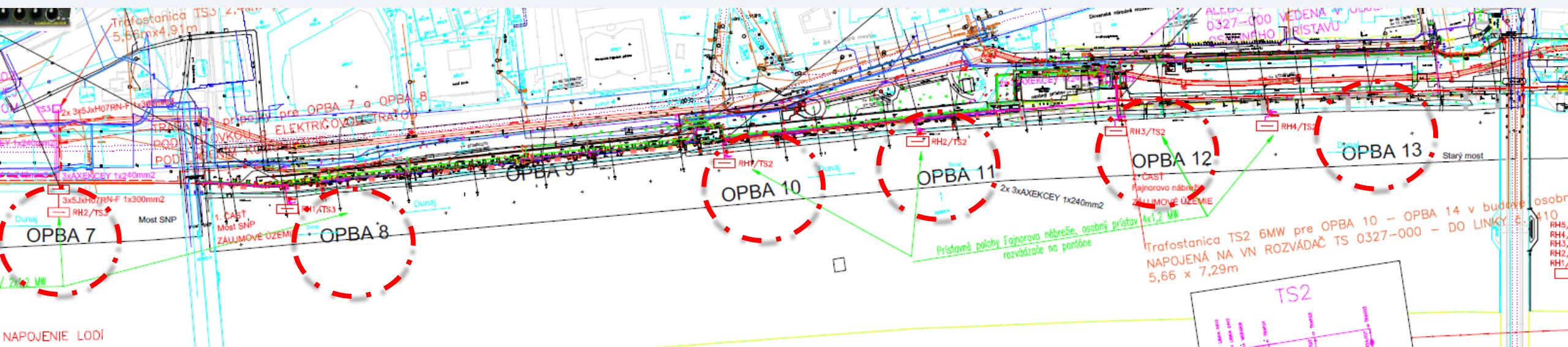
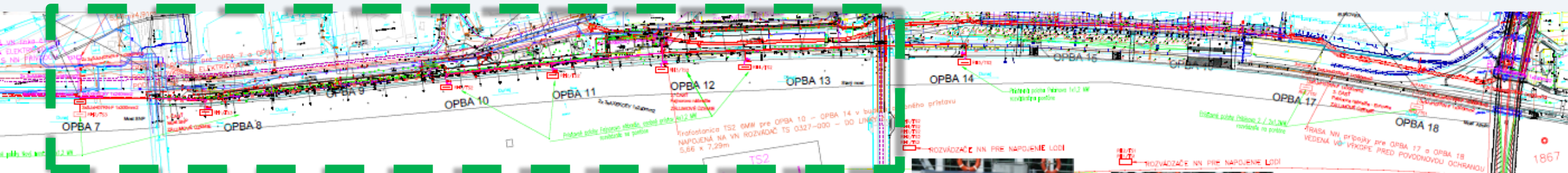
Tourism Potential

- Old Town: a short walk from the berths
- Near other capitals: Vienna 1.5 hours, Budapest 6 hours by boat
- Landmarks nearby: Bratislava Castle, UFO Bridge, National Theatre, Michael's Gate
- Future investment:

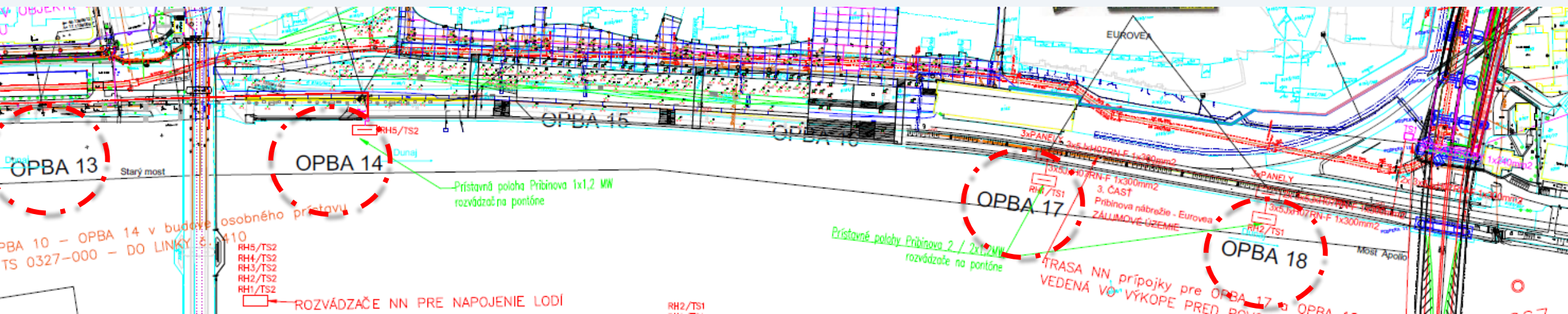
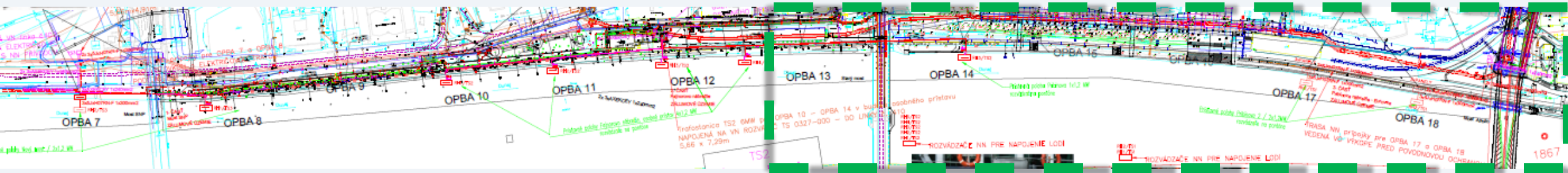
- Shore power at 9 points in the busiest locations (10.8 MW)



Port of Bratislava



Port of Bratislava



Passenger Port of Bratislava

Shore Power – Transformer Stations

Overview

Three new transformer stations (TS1, TS2, TS3) will supply electricity to passenger ships in the Bratislava passenger port.

Total installed transformer capacity: 11.0 MVA

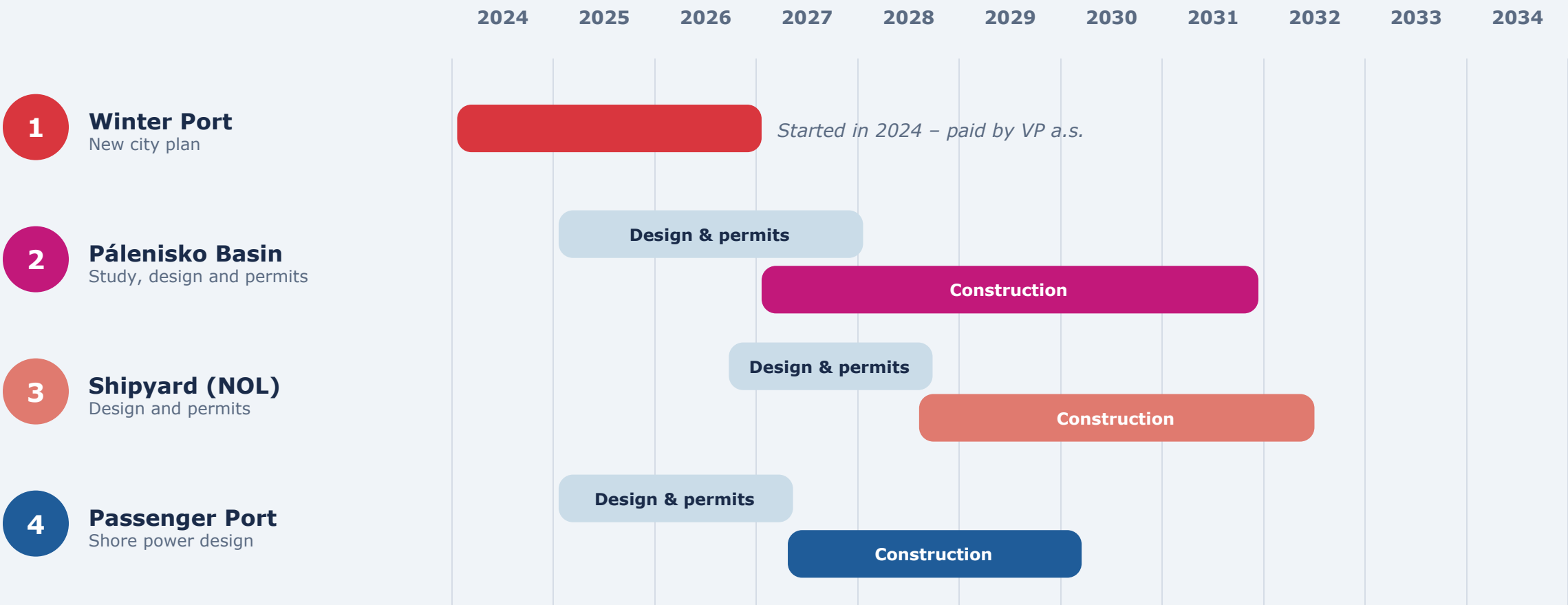
Total maximum demand (MRK): 10.8 MW

Total vessel connection points: 9

Total locations: 2 + 5 + 2

Transformer Station	Location / Port Section	Installed Capacity	Maximum Demand (MRK)	Pontoons / Connection Points
TS1 – Apollo Bridge	OPBA 17–18	2 × 1,250 kVA = 2.5 MVA	2.4 MW	2 / 3
TS2	OPBA 10–14, next to the terminal building	3 × 2,000 kVA = 6.0 MVA	6.0 MW	5 / 3
TS3 – SNP Bridge	OPBA 7–8	2 × 1,250 kVA = 2.5 MVA	2.4 MW	2 / 3

Timeline 2024–2034



Design & permits = National Project 2025–2029. **Construction** = works after the National Project.

Port of Komárno



Passenger port

Cargo port

-  Passenger port
-  Cargo port

Total positions: 4
Annual dockings: apx.75
Annual passengers: 11.000

Passenger Port of Komárno

Technical Infrastructure

- Location: Danube river km 1770 – 1762
- Capacity: 4 passenger berths
- Vessels: river cruise ships and excursion boats

Tourism Potential

- Komárno Fortress: a large historic fortress right next to the berths
- Town center: a short walk to the old town and Europe Place
- Future investment:
 - Shore power for winter mooring of up to 20 cruise ships





Contacts

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Developments on Port Infrastructure and Future Alignments with EU Ports Strategy





The Republic of Serbia



Port infrastructure projects

**EUSDR PA 1a Workshop on Port Infrastructure and Management
September 2026**

Ports and terminals in the Republic of Serbia

Danube: 588 km

Sava: 211 km

Tisa: 164 km

11 ports

8 on the Danube

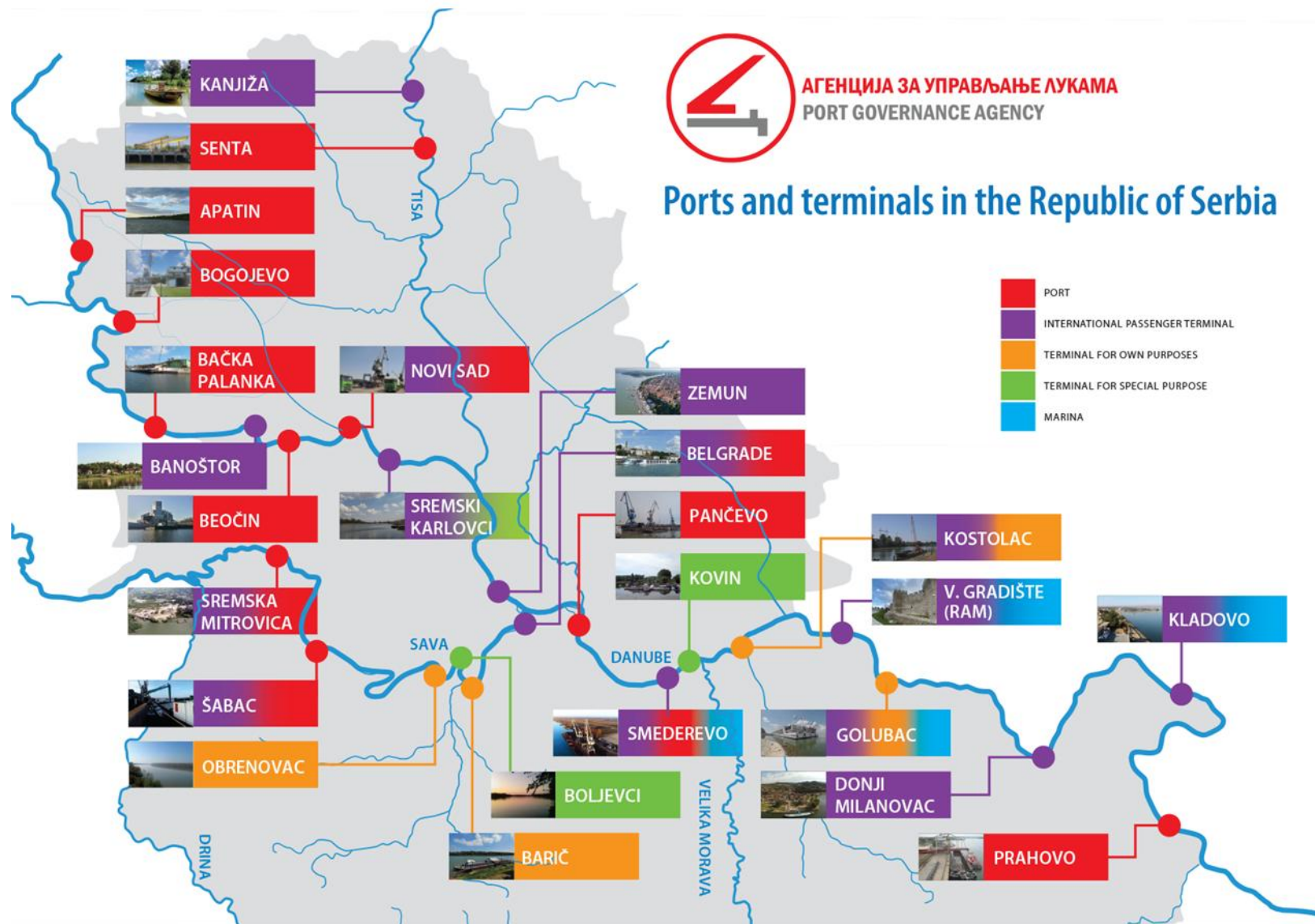
2 on Sava river

1 on Tisa river

11 passenger terminals

9 on the Danube

2 on Sava river



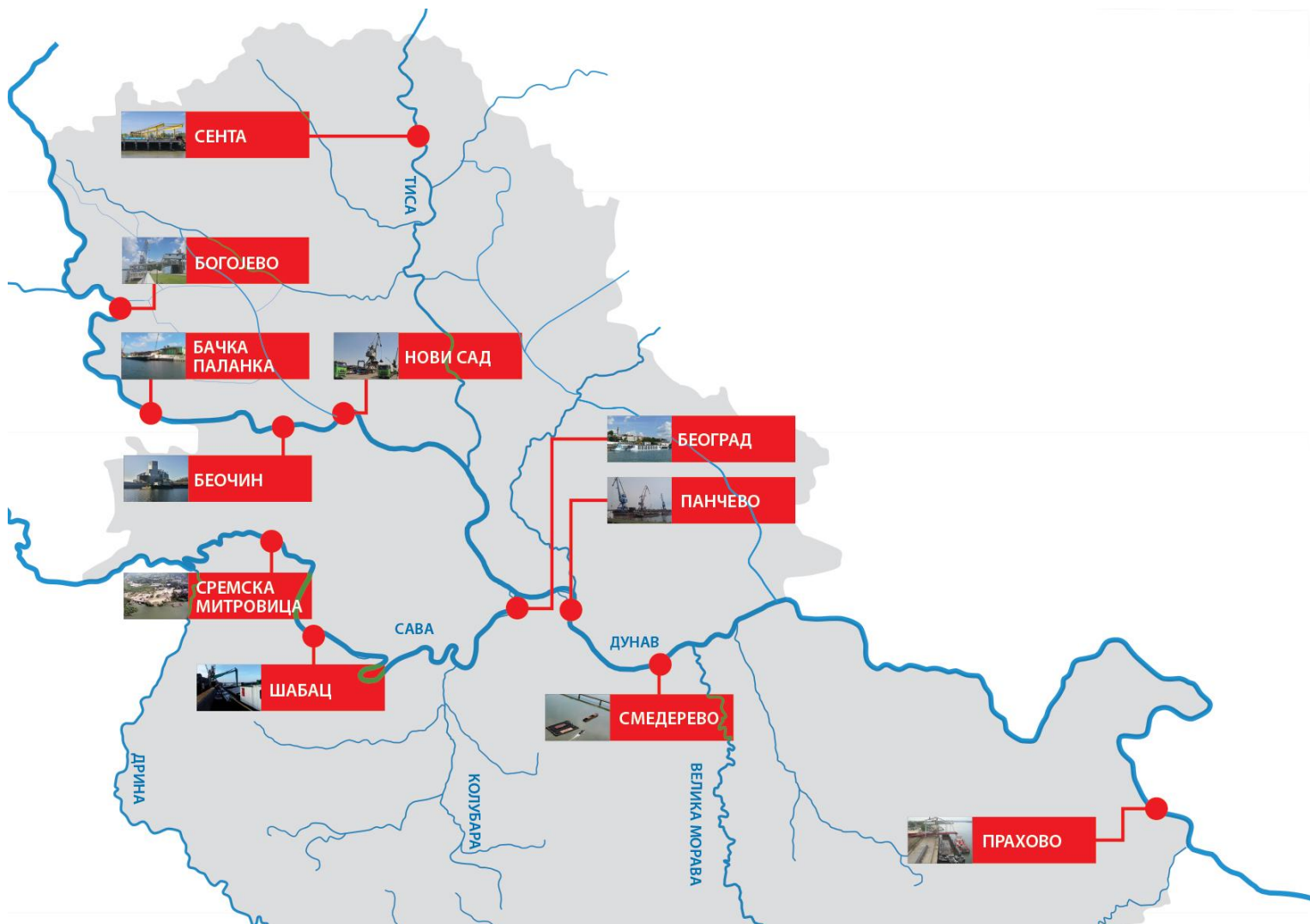
Ports for international traffic in the Republic of Serbia

11 ports

8 on the Danube

2 on Sava river

1 on Tisa river

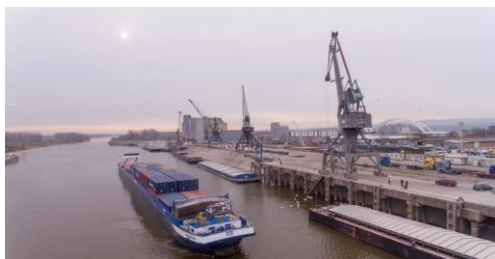


Serbian ports on TEN-T network

Ports on Core Network



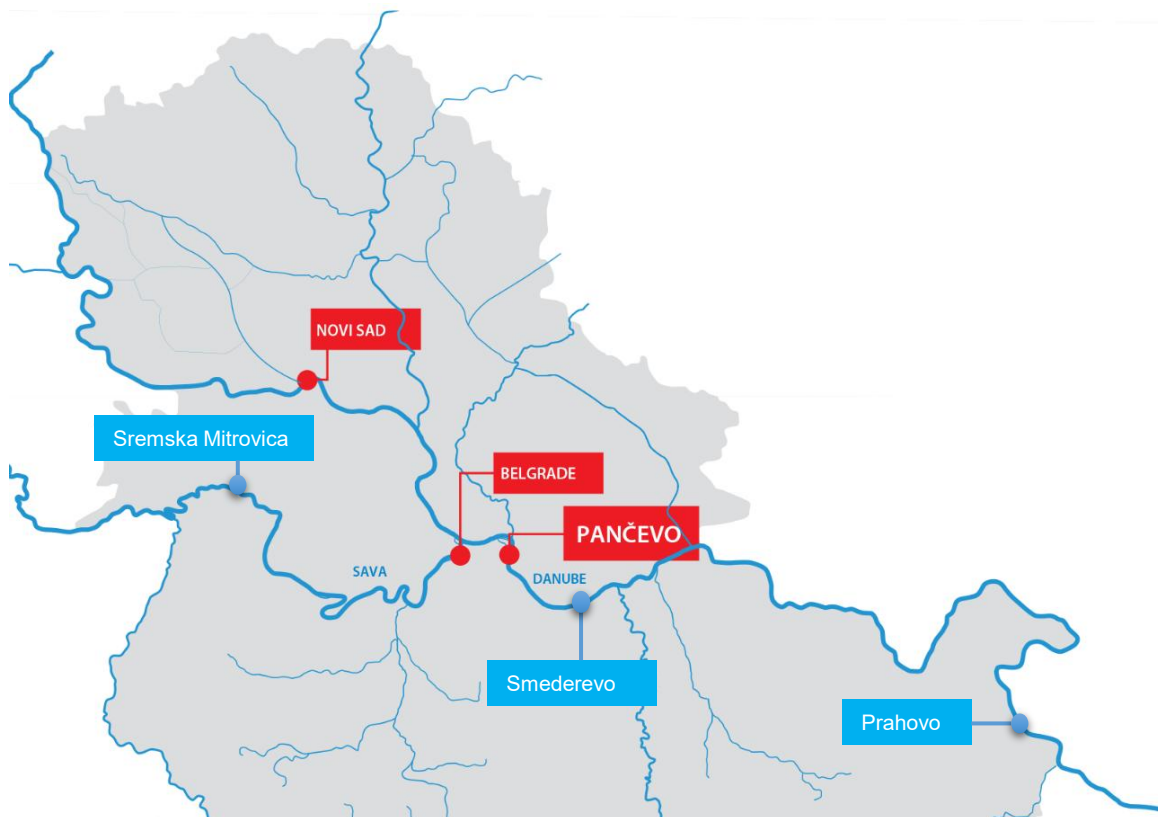
Port of Belgrade



Port of Novi Sad



Port of Pancevo



Ports on Comprehensive Network



Port of Smederevo



Port of Prahovo



Port of Sremska Mitrovica

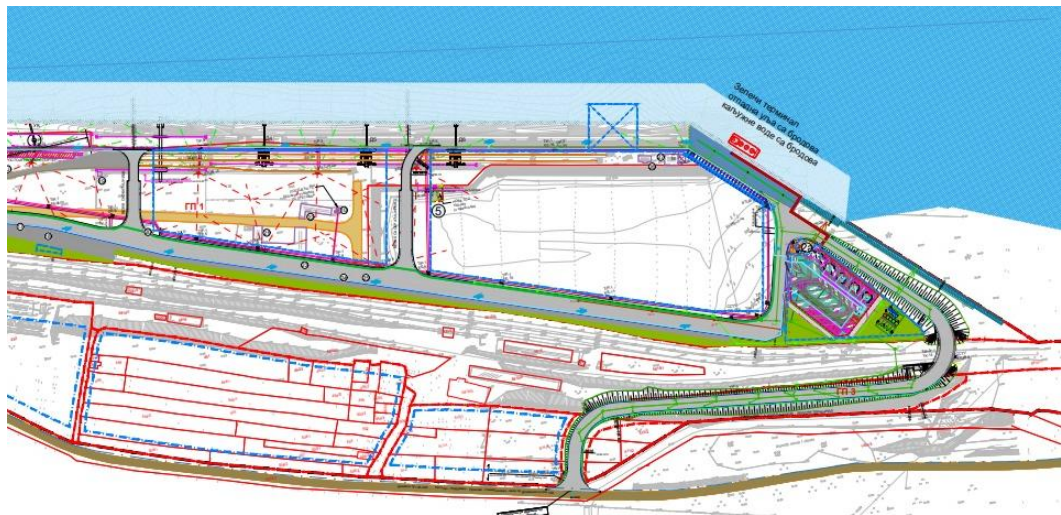


Port Projects in the Republic of Serbia

Port Capacity Development



Expansion of the Capacity of the Port of Prahovo



Project Objective

- Reconstruction of existing and construction of new port infrastructure facilities (internal road network including a road bridge and parking area, railway tracks, mechanical workshop with a spare parts warehouse, transformer station with associated infrastructure installations), as well as the construction of an administrative building;
- Construction of a “Green Terminal”, the first facility of this type in the Republic of Serbia;

Project Significance

- The modernised Port of Prahovo will become an important hub for transport and economic development in Eastern Serbia, as well as along the Danube Corridor;
- Provision of facilities for the reception of ship-generated waste (waste oils, bilge water, and other waste streams);

Project Value

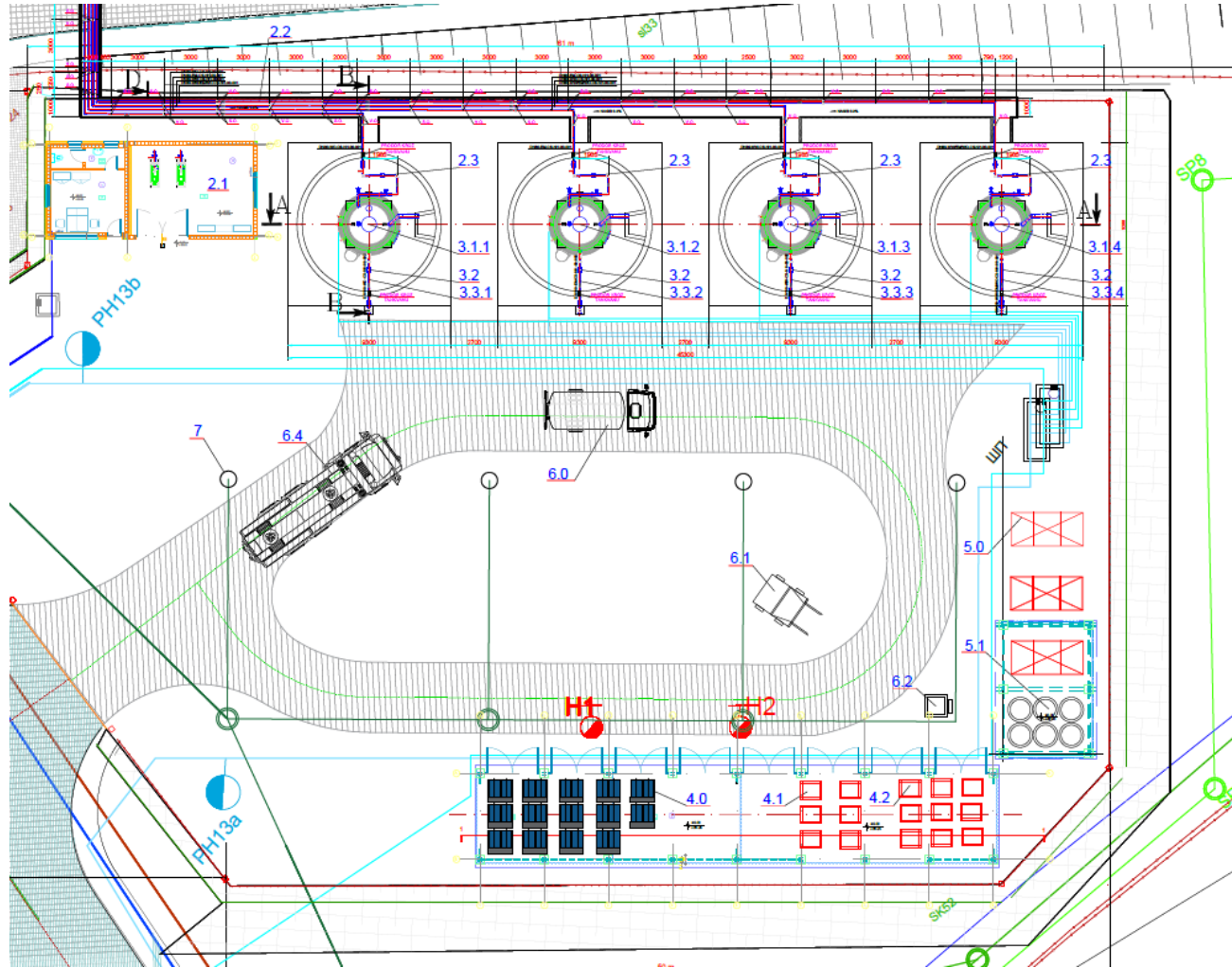
EUR 45,500,000

Funded by the Budget of the Republic of Serbia – 100%

Project Status

- Contractor and supervision selected;
- Works commenced in July 2025;
- Project duration: 40 months

Expansion of the Capacity of the Port of Prahovo – Green Terminal



Green Terminal

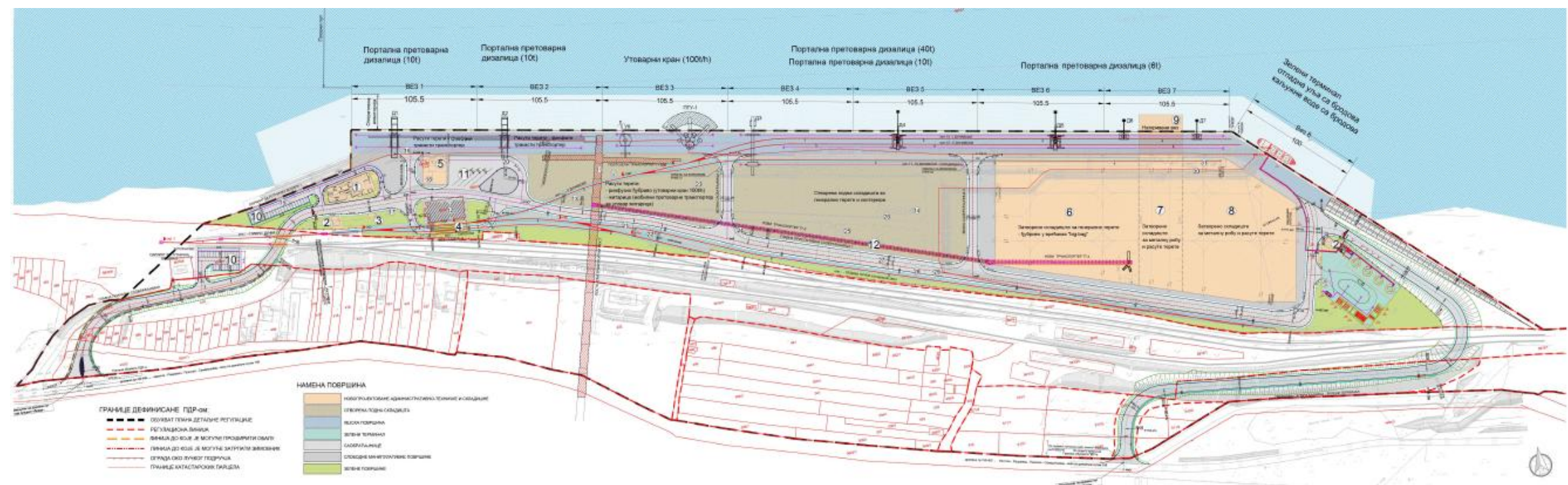
The Green Terminal comprises:

- a pumping station
- storage tanks with containment basins for hazardous liquid ship-generated waste
- a covered area for non-hazardous waste
- a covered area with partition walls for hazardous waste
- an operational platform
- an internal road network

Access

- newly designed internal port road infrastructure;
- a new external access road at the Green Terminal, including a road bridge over the railway line and associated infrastructure

Expansion of the Capacity of the Port of Prahovo



Expansion of the Capacity of the Port of Prahovo – Dredging and Land Reclamation Works at the Winter Harbour



August 2025



September 2025



November 2025



April 2026

Expansion of the Capacity of the Port of Prahovo – September 2026



Expansion of the Capacity of the Port of Prahovo



Implementation Plan for 2026

- completion of land reclamation works for the purposes of constructing the Green Terminal;
- construction of the Green Terminal quay;
- construction of the administrative building;
- construction of the road bridge;
- reconstruction and construction of port railway tracks



Long-term Development Plan

- reconstruction of existing berths 1–7;
- increase of cargo throughput from the current 1.4 million tonnes to approximately 3.2 million tonnes annually

Expansion of the capacities - Port of Bogojevo



Location

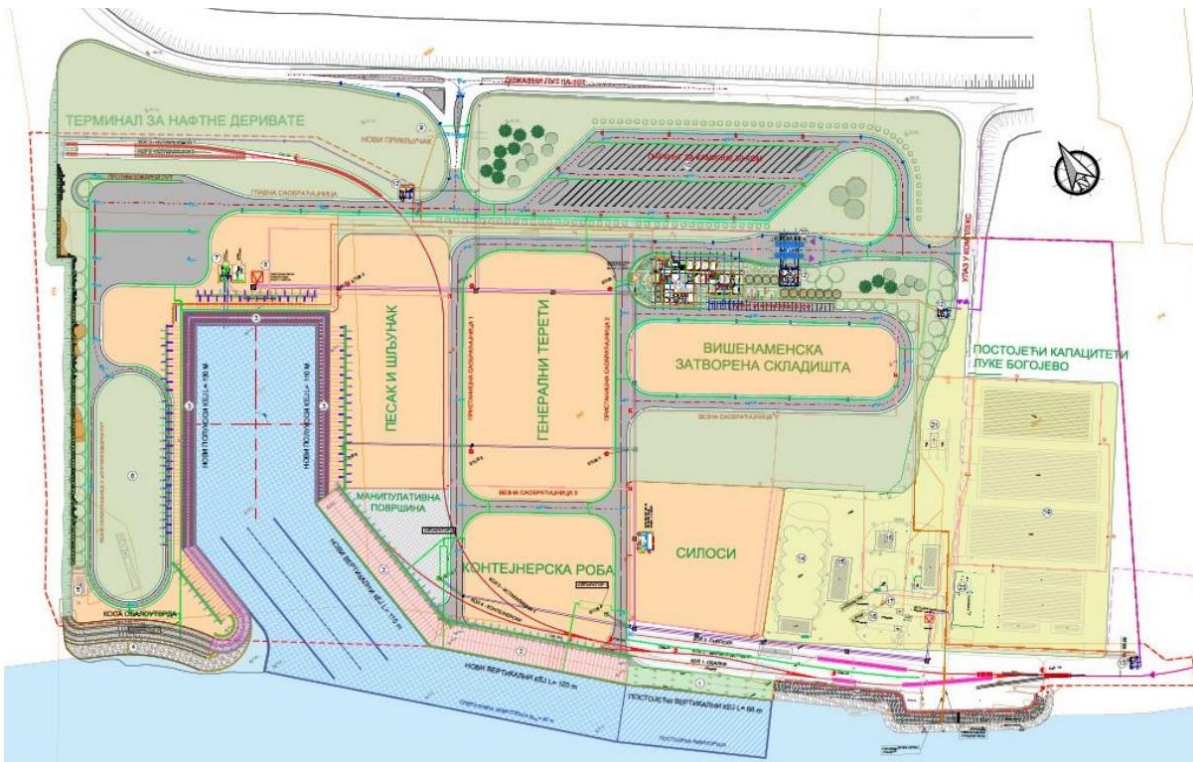
River Danube, left bank rkm 1366
Well positioned in the Western Bačka region, in the immediate vicinity of the border crossing with Republic of Croatia

Description

Open type of port, multipurpose terminal
One berth for direct loading of dry bulk cargo
One berth for loading from silo and/or discharging using crane
Silo capacity 30.000t
Dryer capacity 40t/h
Reloading capacity 400t/h
Missing connection to the rail network (2,5km)



Expansion of the capacities - Port of Bogojevo



Planned terminals

- grain
- container
- general cargo
- liquid cargo
- bulk cargo

Estimated capacity

600,000 tonnes/year

Project value

55,000,000 €
Funded by the Budget of the Republic of Serbia – 50%, EIB loan 50%

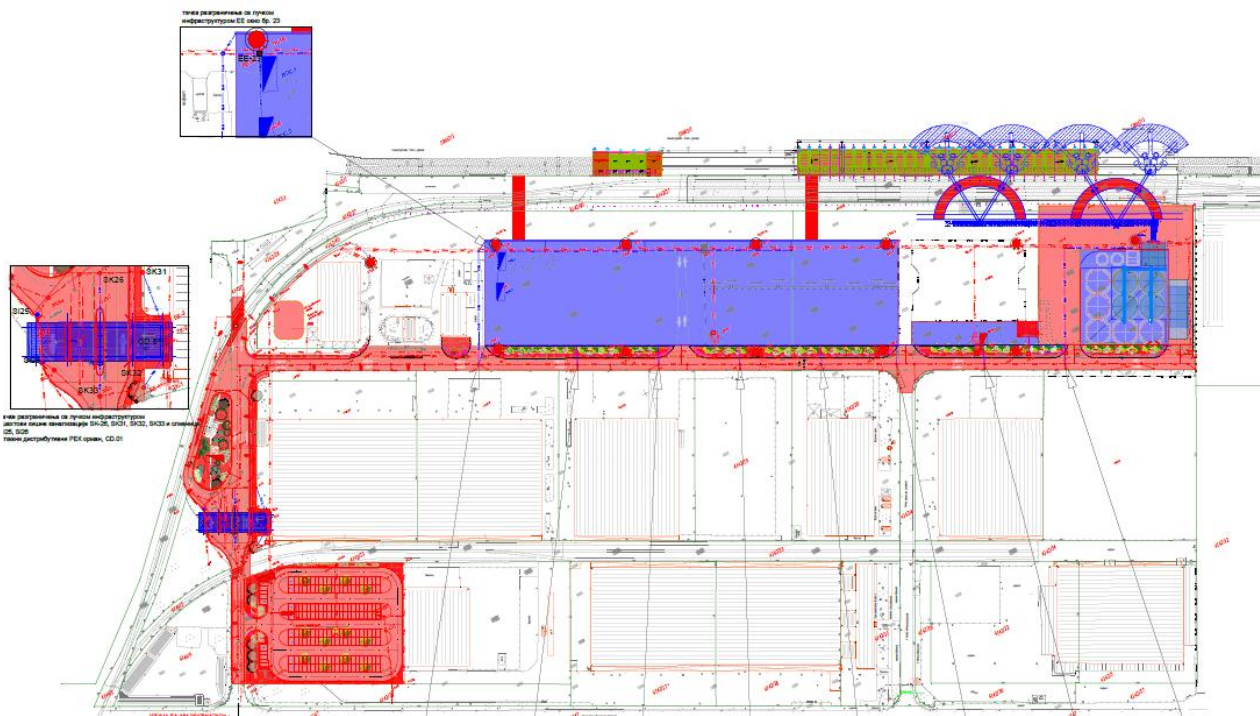
Type of financing

Infrastructure: Republic of Serbia
Superstructure: Concession

Project status

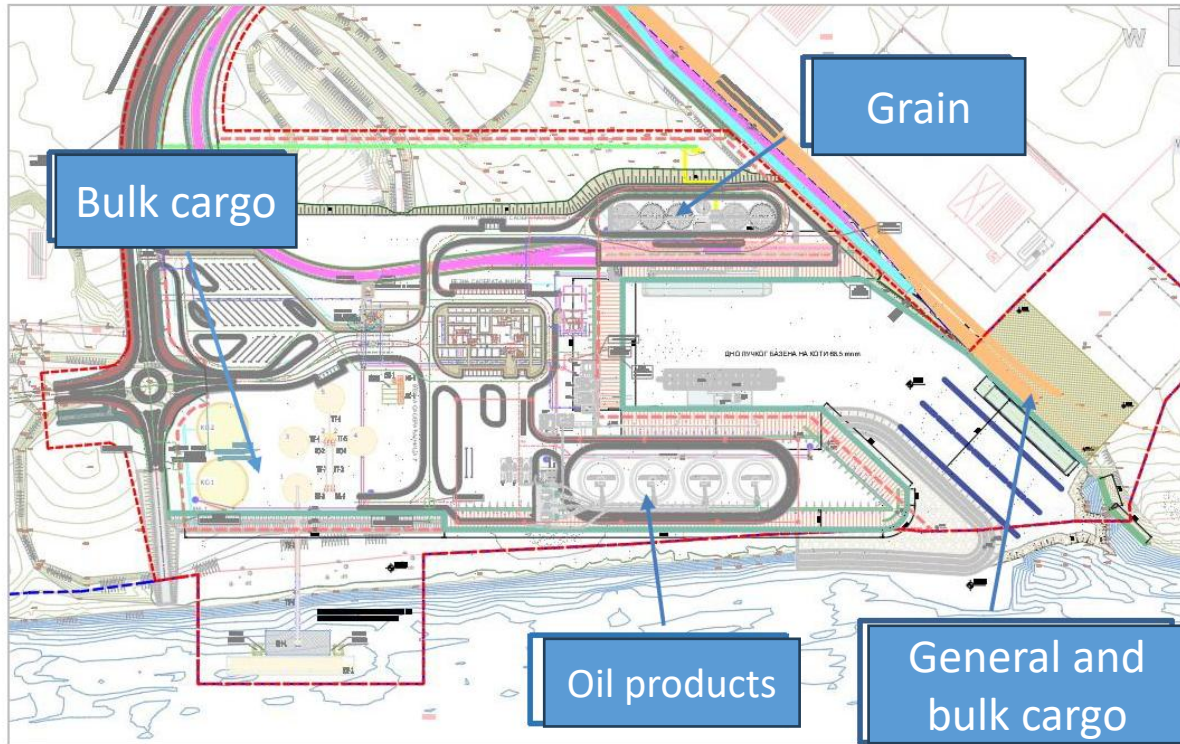
Tender for works is closed. Selection process ongoing.

Expansion of the capacities - Port of Novi Sad



Investments	Quay wall, port roads, entrance with the control room, waging scale and laboratory, truck parking, silo with dryer and loading equipment, container terminal
Estimated capacity	2,300,000 tonns/year
Investment value	16,000,000 €
Type of financing	Infrastructure: Port Operator Superstructure: Port Operator
Status	Completed

Expansion of the capacities - Port of Sremska Mitrovica



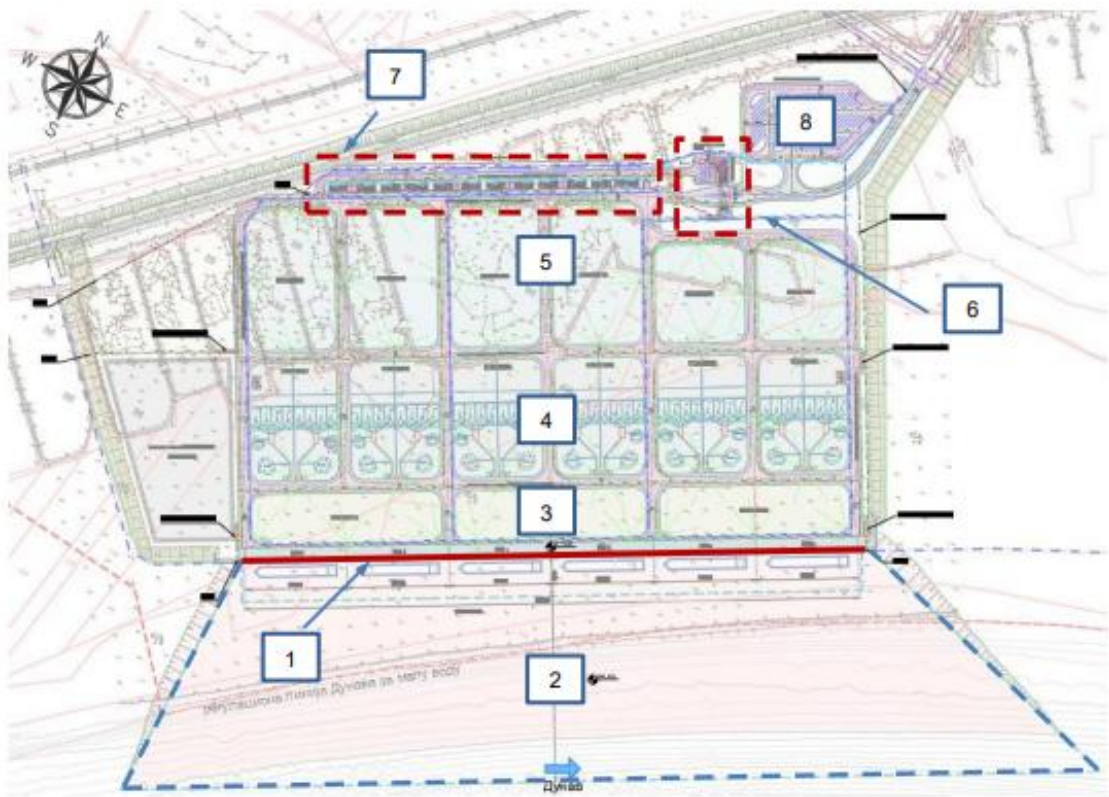
Location	River Sava, left bank rkm 136
Planned terminals	- general cargo - bulk cargo - grain - oil and alternative fuels
Estimated capacity	1,500,000 tonns/year
Estimated investment	50,000,000 €
Type of financing	Infrastructure: Republic of Serbia Superstructure: Concession
Status	Planned

Construction of the new Port of Belgrade



Planned terminals	- liquid cargo - grain - bulk cargo - container - Ro-Ro - Huckle-Pack
Estimated capacity	4,000,000 tonns/year
Estimated investment	300,000,000 €
Type of financing	Infrastructure: Republic of Serbia Superstructure: Concession
Status	Planned

Construction of the Dry Bulk Terminal in Belgrade



Planned terminals	separation of sand, gravel and stone aggregates
Estimated capacity	2,300,000 tonns/year
Estimated investment	77,000,000 €
Type of financing	Infrastructure: Republic of Serbia Superstructure: Concession
Status	Ongoing

International passenger terminals in the Republic of Serbia



International passenger terminals – Completed projects

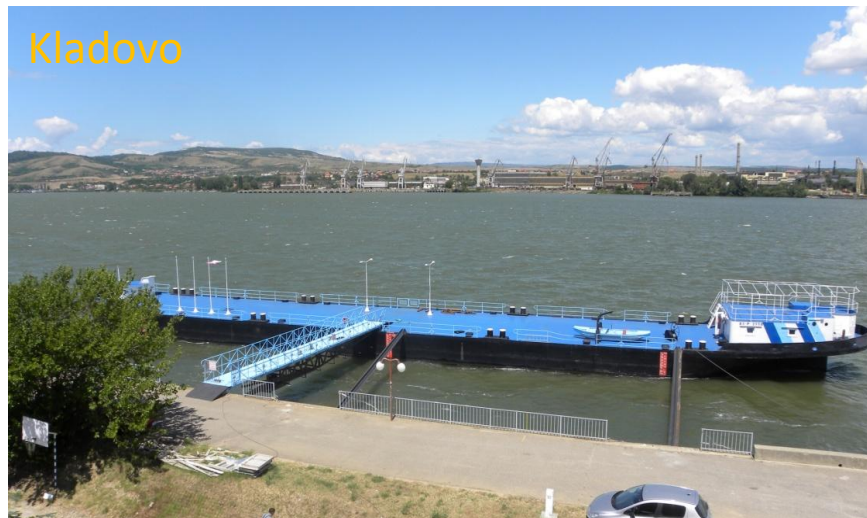
Zemun (Belgrade)



Golubac



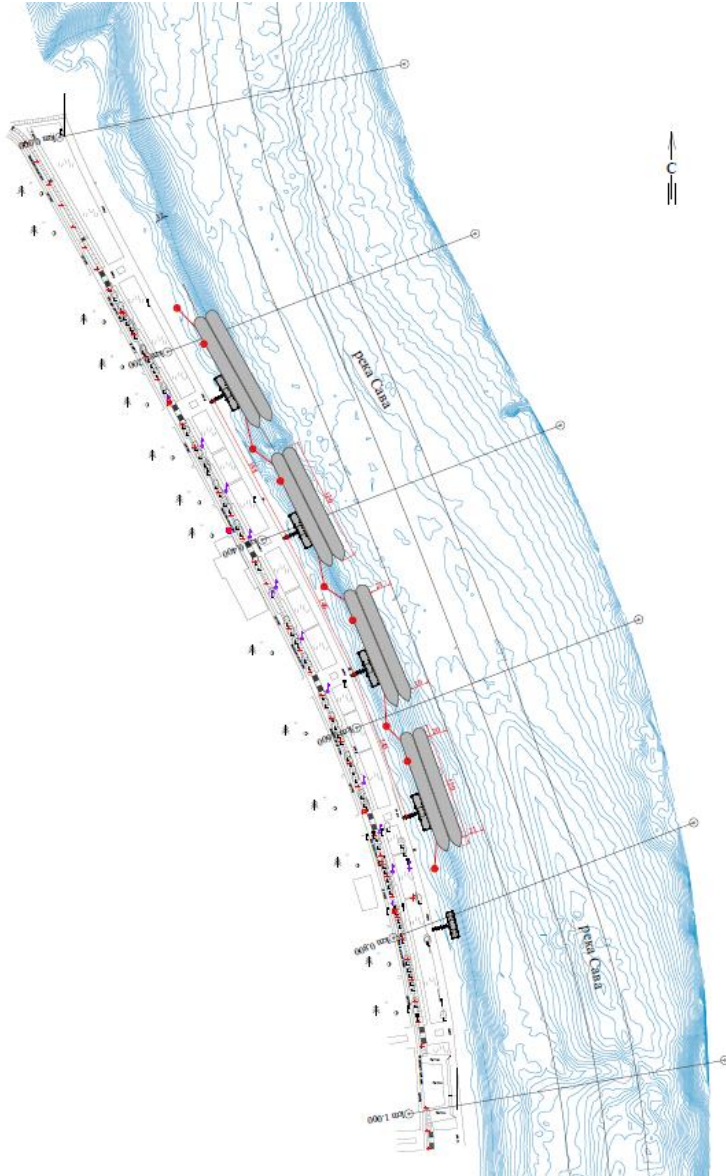
International passenger terminals – Completed projects



International passenger terminals – Completed projects



Extension of capacity - International passenger terminal in Belgrade



- Part of the EXPO 2027 infrastructure works
- Financing source - state budget
- Project value 7,7 mil Eur
- Project start date - December 2025 (contracts signed)
- Estimated project end date - December 2026
- Scope of work: construction of 4 new pontoons with pylons and access structure, 2 transformer stations, power grid, OPS equipment, water supply connection.
- Complementary project: rehabilitation of the surrounding park area, including pedestrian and vehicle access and parking

Extention of capacity - International passenger terminal in Belgrade



Extention of capacity - International passenger terminal in Belgrade



Onshore Power Supply:

- Connection to the existing nearby power grid (10kV)
- 2 TS 10/04 kV capacity 2x1000 kVA

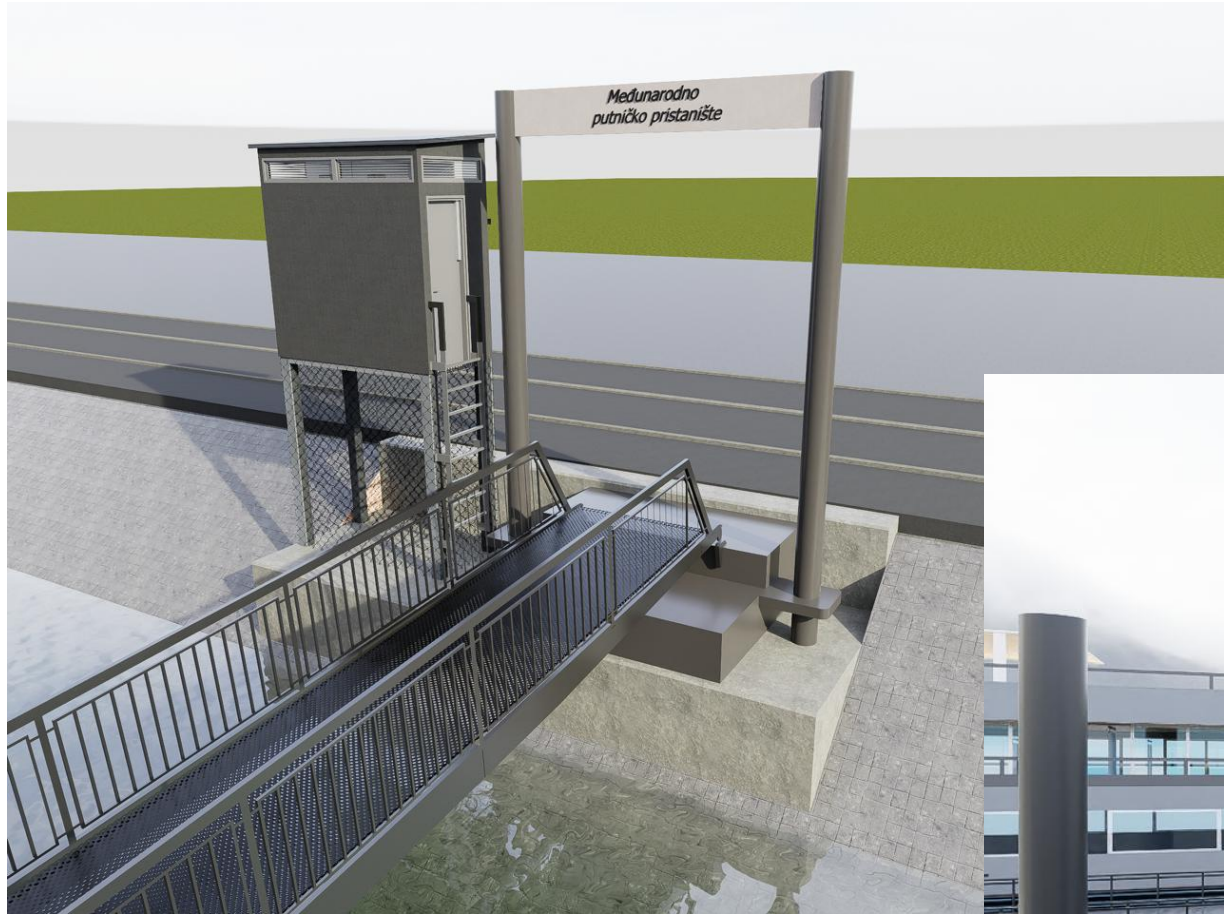
Extention of capacity - International passenger terminal in Belgrade



- 4 pontoons (L=35m, B=6,5m)
- 4 access bridges (L=15m, B=1,5m)
- Other equipment

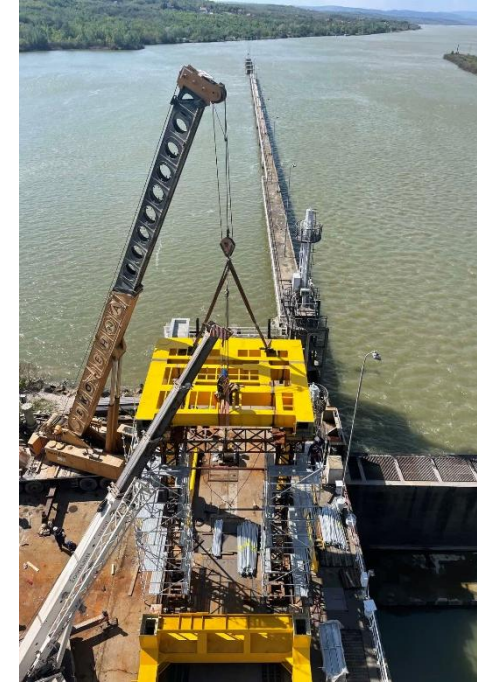


Extention of capacity - International passenger terminal in Belgrade

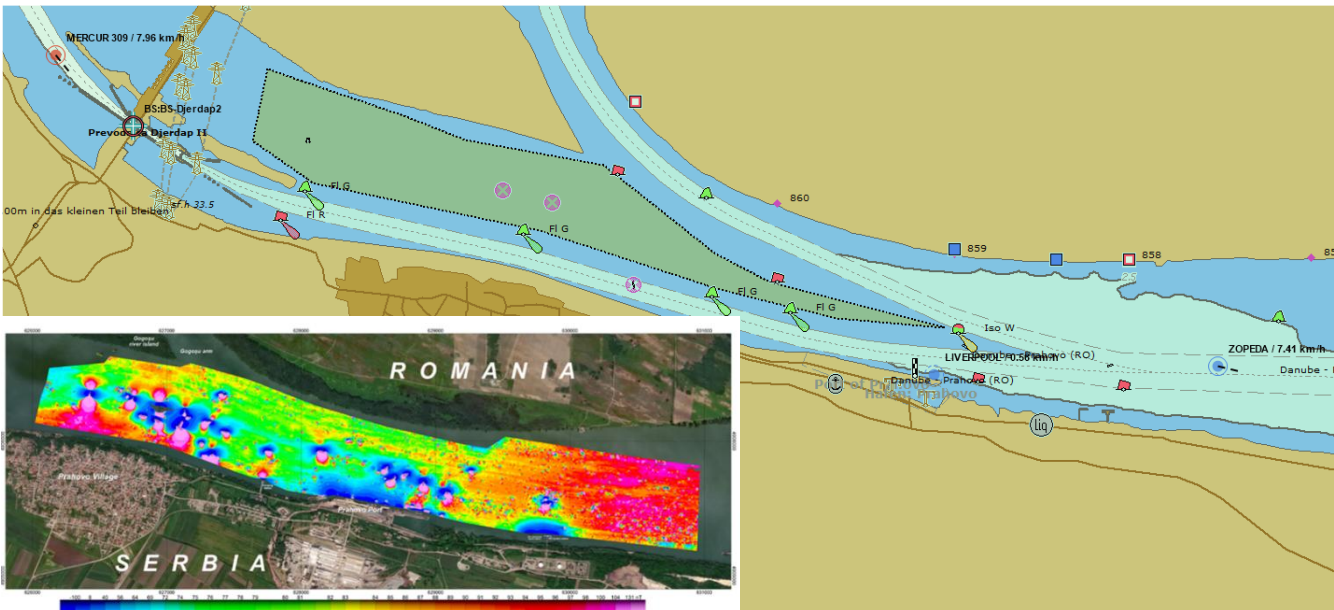
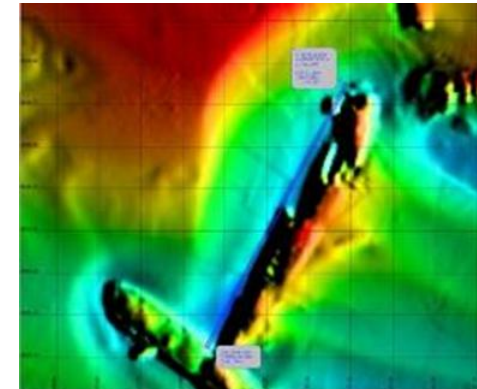


Other IWW Projects in the Republic of Serbia

- The Upgrade of Iron Gate I and Iron Gate II Navigational Locks (28,5m and 31,5m Eur – 40% CEF) - completed
- Reconstruction of the Tisa river Navigational Lock (62m Eur) - planned
- Removal of German sunken vessels from the WWII – Danube km 857 to km 862 (22m Eur) - ongoing



Removal of
Bottlenecks

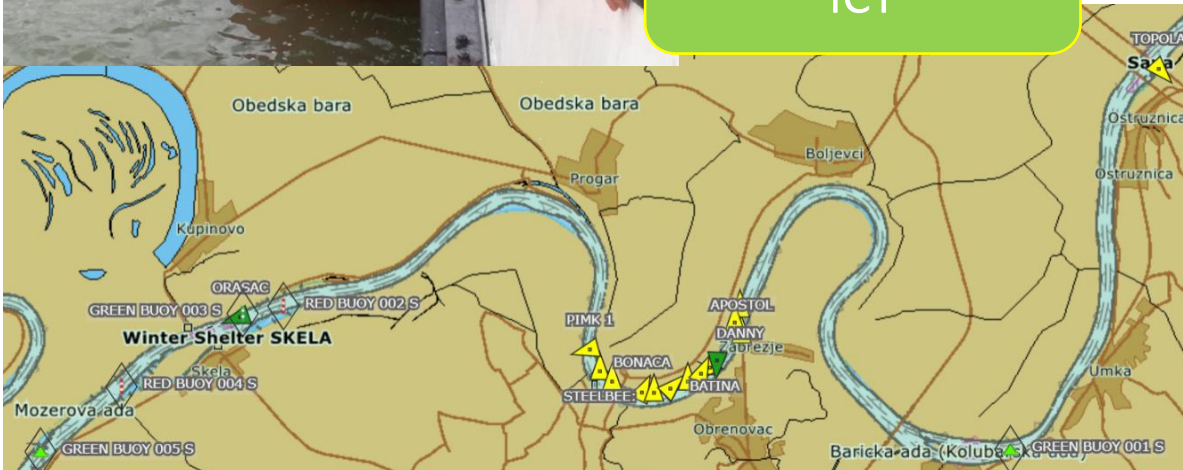


Other IWW Projects in the Republic of Serbia

Removal of
Bottlenecks



Application of
ICT



- Hydraulic and morphological modelling of Danube and Sava rivers in Serbia (5,2m Eur) – ongoing
- Rehabilitation of the critical sectors on the Sava River (8m Eur) - ongoing
- Implementation of a network of hydro-meteorological stations along the Danube and Sava rivers in Serbia (5,4m Eur) - ongoing
- Implementation of VTS and Voice VHF Systems on Inland Waterways (5,9m Eur) – completed
- Extension of the AIS AtoNs monitoring and reaction system to the Sava River in the Republic of Serbia (1,5m Eur) – completed

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

Developments on Port Infrastructure and Future Alignments with EU Ports Strategy





CN APDM S.A GALAȚI

The National Company
Maritime Danube
Ports Administration Galați



www.apdmgalati.ro



The National Company 'Maritime Danube Ports Administration' J.S.Co. Galați was founded in 1991, reorganized into a national company through Decision no. 518/1998 of the Romanian Government, with subsequent amendments and completions, now operates as a joint stock company and carries out activities of national public interest.

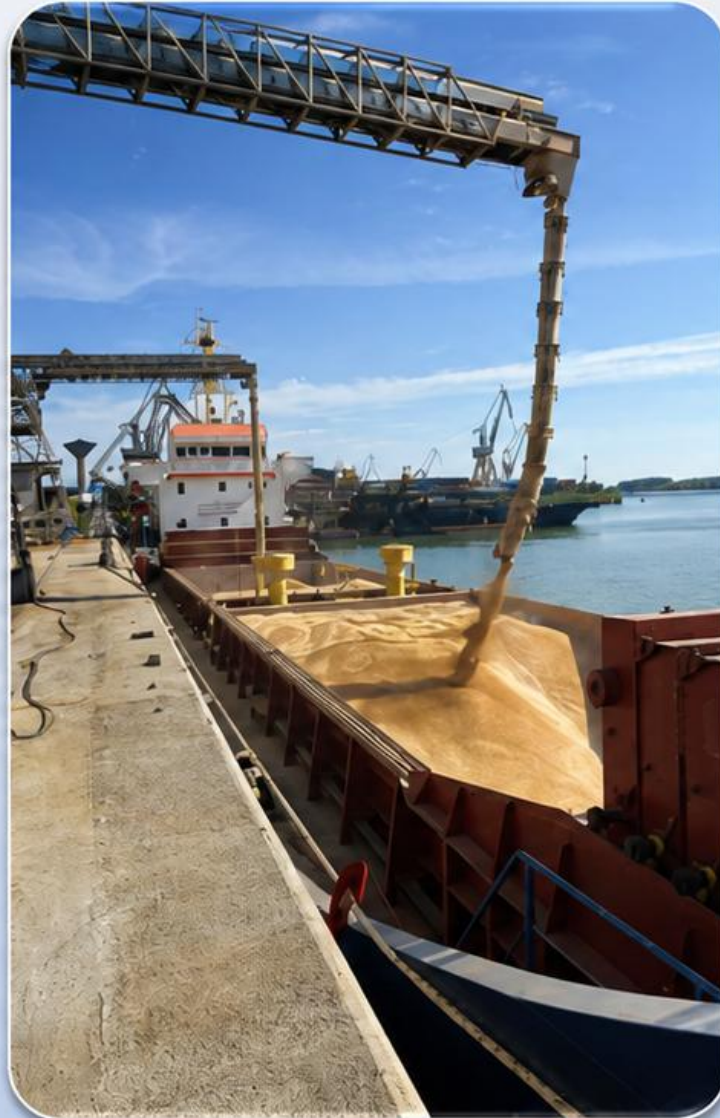
In 27 years of activity, our company has consolidated a brand reputation in terms of efficiency and professionalism of the services offered.

Our company is in charge of managing the port infrastructure on the Maritime Danube, port land and moorage areas, including ports of: Galați, Brăila and Tulcea.

Ports and work points managed by the NC MDPA JSCo:

- Hârșova (km 255 – 251, Danube)
- Măcin (Km 15 – km 12, Danube – Măcin branch)
- Gura Arman – work point (Măcin branch, right bank)
- Turcoaia – work point (Măcin branch, right bank)
- Brăila (km 173+800 – km 167+000, Danube)
- Galați (km 151+299 – km 153+150; km 160 – Mm 76, Danube)
- Isaccea (Mm 56,5 – Mm 53, Danube)
- Tulcea (Mm 42 – Mm 34, Danube)
- Mahmudia (km 90 – km 86 Danube)
- Smârdan (km 0 – km 1, Danube – Măcin branch)
- Chilia Veche (km 46 – km 43, Danube – Chilia Branch)





MAIN CARGOES



IRON ORE, COAL & COKE



SCRAP METAL



STEEL PRODUCTS



LIMESTONE



GRAINS



FERTILIZERS



STONE AGGREGATES



PETROLEUM PRODUCTS



SUNFLOWER OIL



NON-FERROUS ORES



GRAVEL

Galați Multimodal Platform – Phase I - under implementation

- ❑ **General objective** of the Galați Multimodal Platform Phase I is to strengthen the contribution of inland waterways and ports to a sustainable European freight transport network through a better integration of the Port of Galați into the Rhine – Danube multimodal corridor and the multimodal logistics chain, in terms of infrastructure and services provided.
- The Multimodal Platform will operate in an integrated system with surrounding areas developed by the Municipality of Galați for the provision of logistics services and industrial activities (Galați Free Zone and Galați Industrial Park), thus contributing to the development of new businesses in the area, especially SMEs, and the creation of new jobs both during the construction works, but especially in the long term.

total value: ≈ 48 mil €



"Galați Multimodal Platform" – Project under implementation

Global program foresees 4 investment objective:

PMG I – Modernization of existing quay

PMG II – Access infrastructure modernization of Galați port

PMG III – Galați multimodal platform

PMG IV – Entry – exit access area

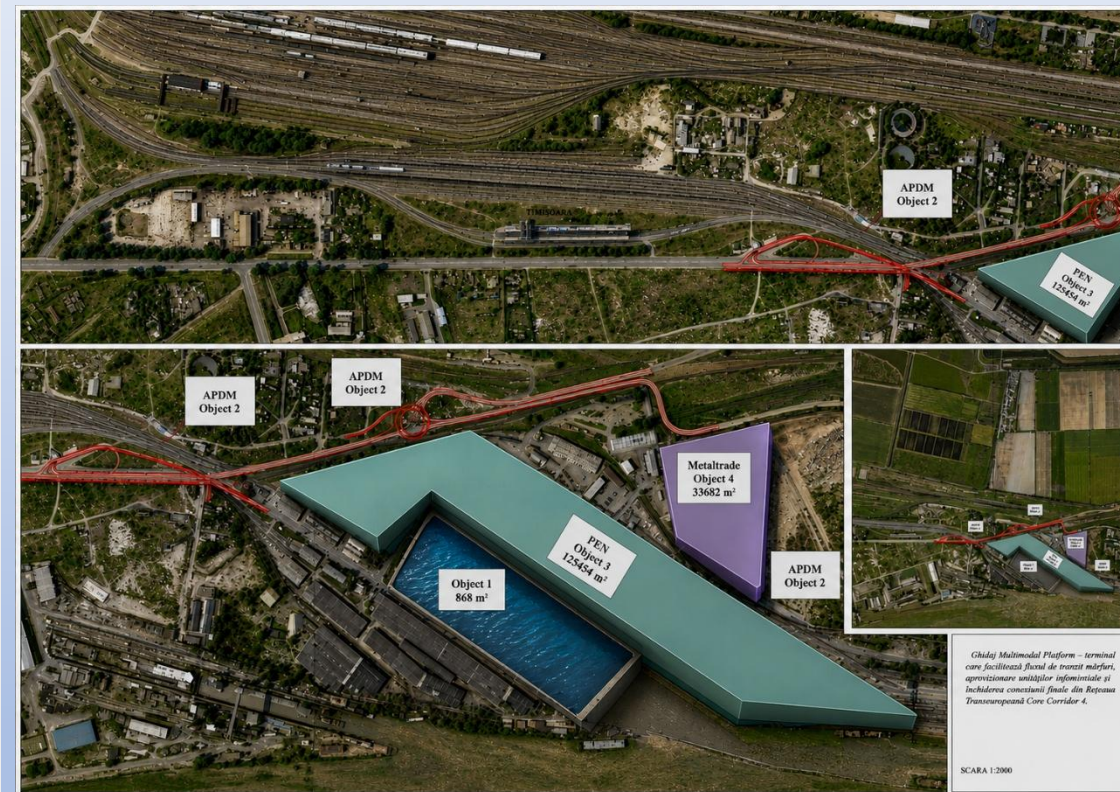
PMG II represents a development stage foreseen in a larger Global Project called "Galați Multimodal Platform – remove major bottlenecks by modernizing existing infrastructure and ensuring missing connections for Rhine-Danube/Alps central network".

The general objective of the PMG investment program is to reinforce the contribution of internal waterways and ports to a sustainable European goods transport network through a better integration of Galați port within the multimodal Rhine-Danube corridor and multimodal logistics chain, in terms of infrastructure and services provided.

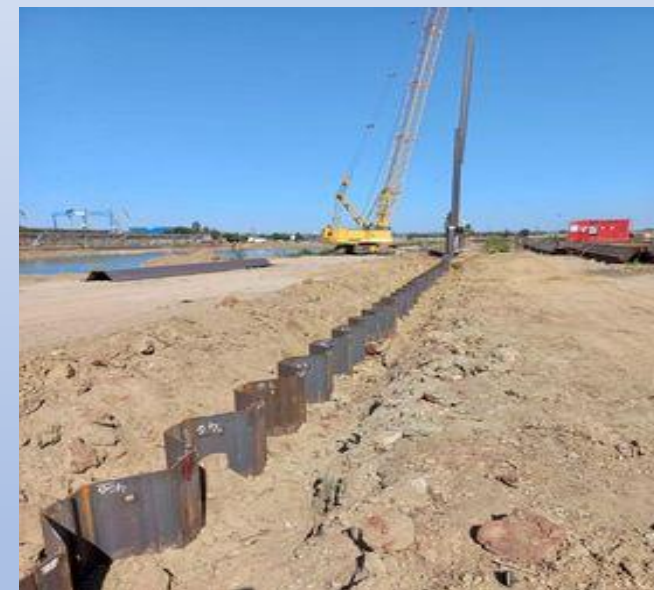
General Objective PMG II

- Reinforcement of inland waterways and ports contribution to a sustainable European goods transport network through a better integration of Galați Port within the multimodal Rhine-Danube corridor and the multimodal logistics chain.

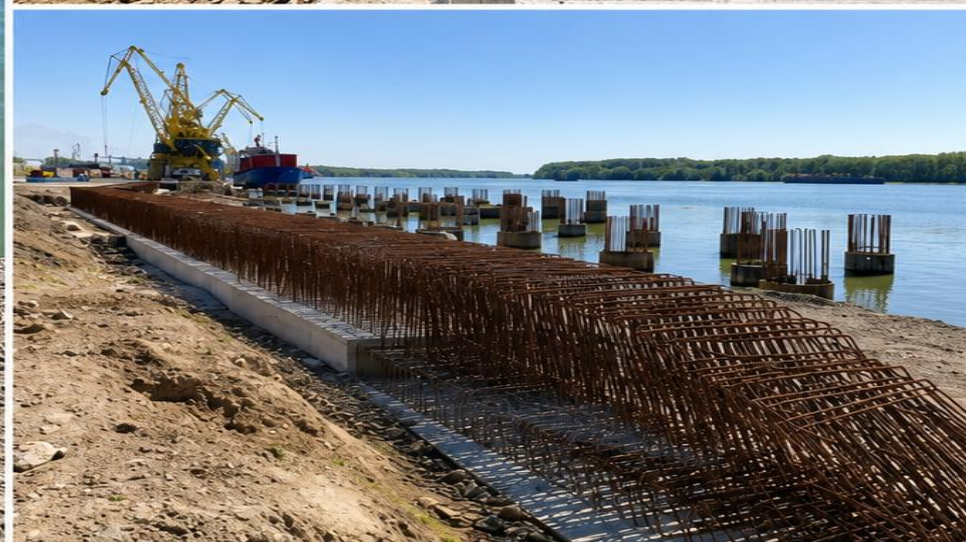
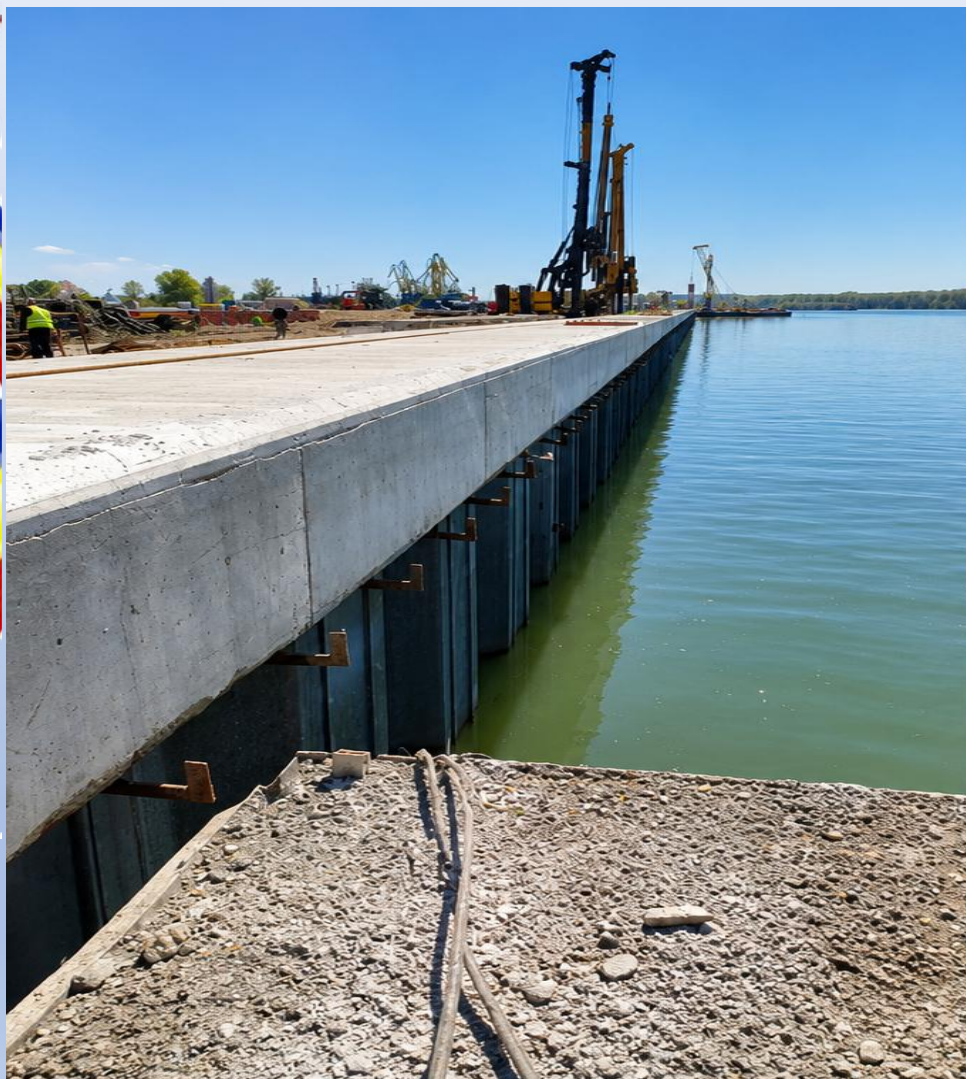
PMG II total value: ≈ 22 mil €



Galați Multimodal Platform – Phase I - initial works



Galați Multimodal Platform – Phase I – during execution

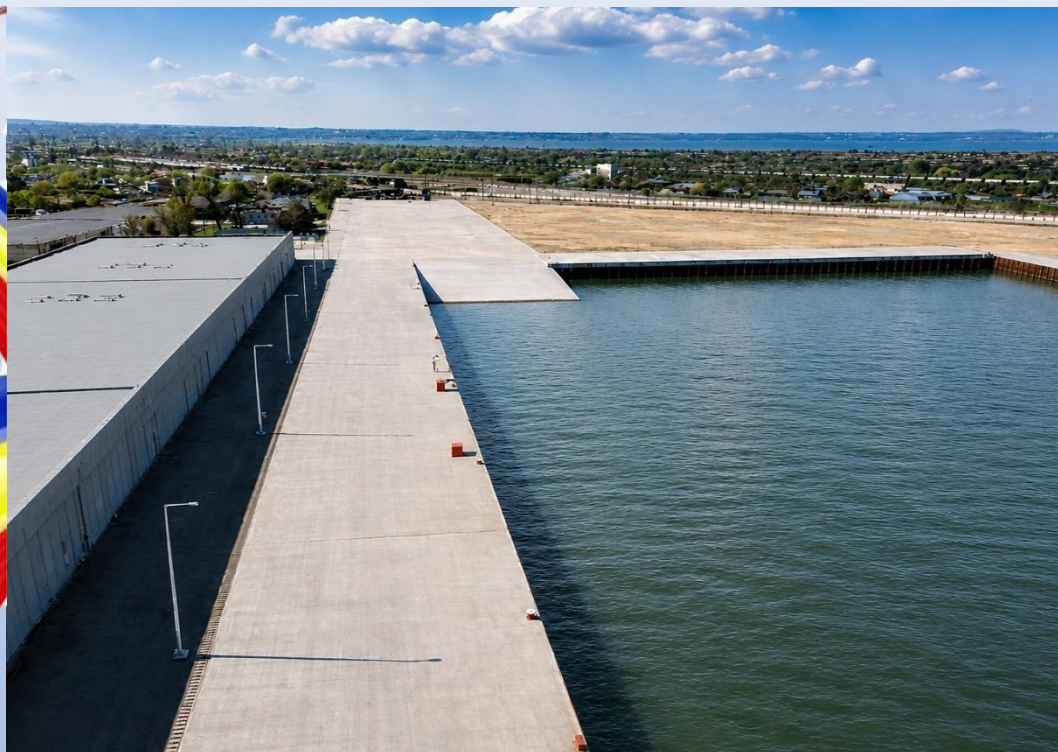


RO-RO Berths Development

- The European waterway Rhine – Main – Danube is the “backbone” for inland navigation between the Western European economic area and the Black Sea economic area.
- The project created the premises for increasing the traffic in the Port of Galați, with approximately 58,000 tons in the first year of operation, reducing loading/unloading times, increasing the safety of port operations and improving access conditions to the port infrastructure in the Port New Basin Galați.



RO-RO Berths



The Ro-Ro berths development project involved the following works:

- Rehabilitation of the quays of berths 39 and 40, with a total length of 300 m. by adopting this solution, the width of the harbour basin turned to be 139 m, measured from the projected quay wall to the future multimodal terminal;
- Development of the Ro-Ro ramp at berth 41. The length of the ramp is 46 m and the width is 30 m. For ramp traffic, loading and unloading of goods vehicles, the specialised Ro-Ro vessel has a draught of 7.0 m and is 130 m long;
- Development of the quay between the Ro-Ro ramp and the vertical frontage of the multimodal platform (109 ml);
- Execution of water supply (including fire-fighting) and sewerage works, electricity supply networks, public lighting at all the berths;
- Dredging works to ensure depth at the mooring quays.

total value: ≈ 35 mil €

RO-RO Berths



Completed Projects under Large Infrastructure Operational Programme 2014-2020

- Galați Multimodal Platform Phase II
- Improvement of the railway connection of the New Basin Port
Extension of the broad gauge lines from berth 47 to berth 53 -
Establishment of an industrial railway line
- Port infrastructure works berth 32 – Galați Port
- Port Docuri Brăila - Infrastructure works of the port sector in the
Docks Basin
- Modernization and Development of Chilia Veche Port
- Isaccea Port Development - Rehabilitation and modernization of port
infrastructure
- RO-RO Berths Development at the New Basin Port Galati
- Modernization and Development of the Galati Mineral Port Galati
- Development of Port Macin Lot I
- Development of Tulcea Port- Commercial Port
- Development of Tulcea Port - Industrial Port



Galați Multimodal Platform – Phase II

- ❑ The general objective of the project was to modernize the port of Galați, located on the Central TEN-T, by reconfiguring and improving the public road and rail access infrastructure to the port.
- ❑ Indicator track and 2,228 m of new railway track rebuilt on a different site
- ❑ : - 2,284 m upgraded road sector, including overpass and roundabout;
 - 3,198 m of dismantled railway

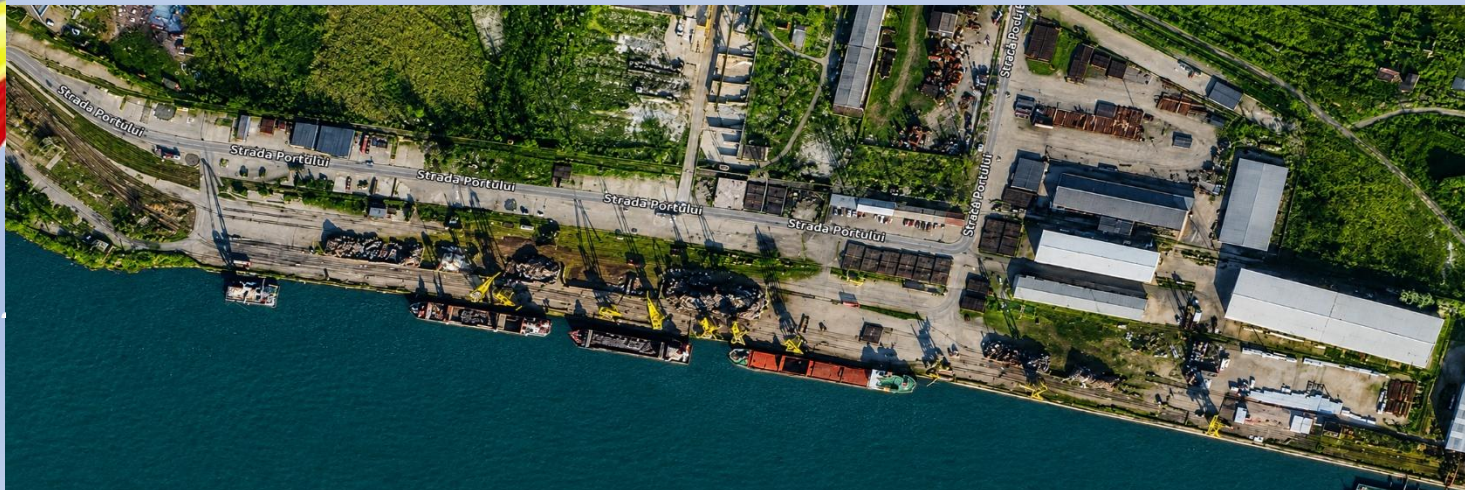
PMG II total value: ≈ 22 mil €



Improvement of the railway connection of the New Basin Port Extension of the broad gauge lines from berth 47 to berth 53 - Establishment of an industrial railway line

- ❑ The general objective was the extension of the broad gauge railway line that will increase the operational capacity of the Port of Galați by reducing the loading/unloading times of broad gauge freight wagons.
- The project contributed to the socio – economic development of Galați city:
 - Increasing the attractiveness of the naval and railway transport;
 - Reducing freight transport times and, therefore, reducing bottlenecks in the logistics chains;
 - Preconditions for the economic development of the area by creating jobs in related activities.

Project total value: ≈ 2 mil €



Port infrastructure works quay berth 32 - Port Docuri Galați

- ❑ Following the modernization of the maritime berth 32, direct mooring of ships at the quay is ensured, regardless of the level of the Danube, thus increasing the cargo loading/unloading capacity by up to 250,000 tons at a 6.5 m draught.
- ❑ The investments to modernize the port infrastructure open up the perspective of the Port of Galați to become more attractive as part of the "solidarity lanes", designed to facilitate the export of goods.

Project total value: ≈ 5,7 mil €

Funding source: LIOP 2014 - 2020 - 85% ERDF - 15% State budget;



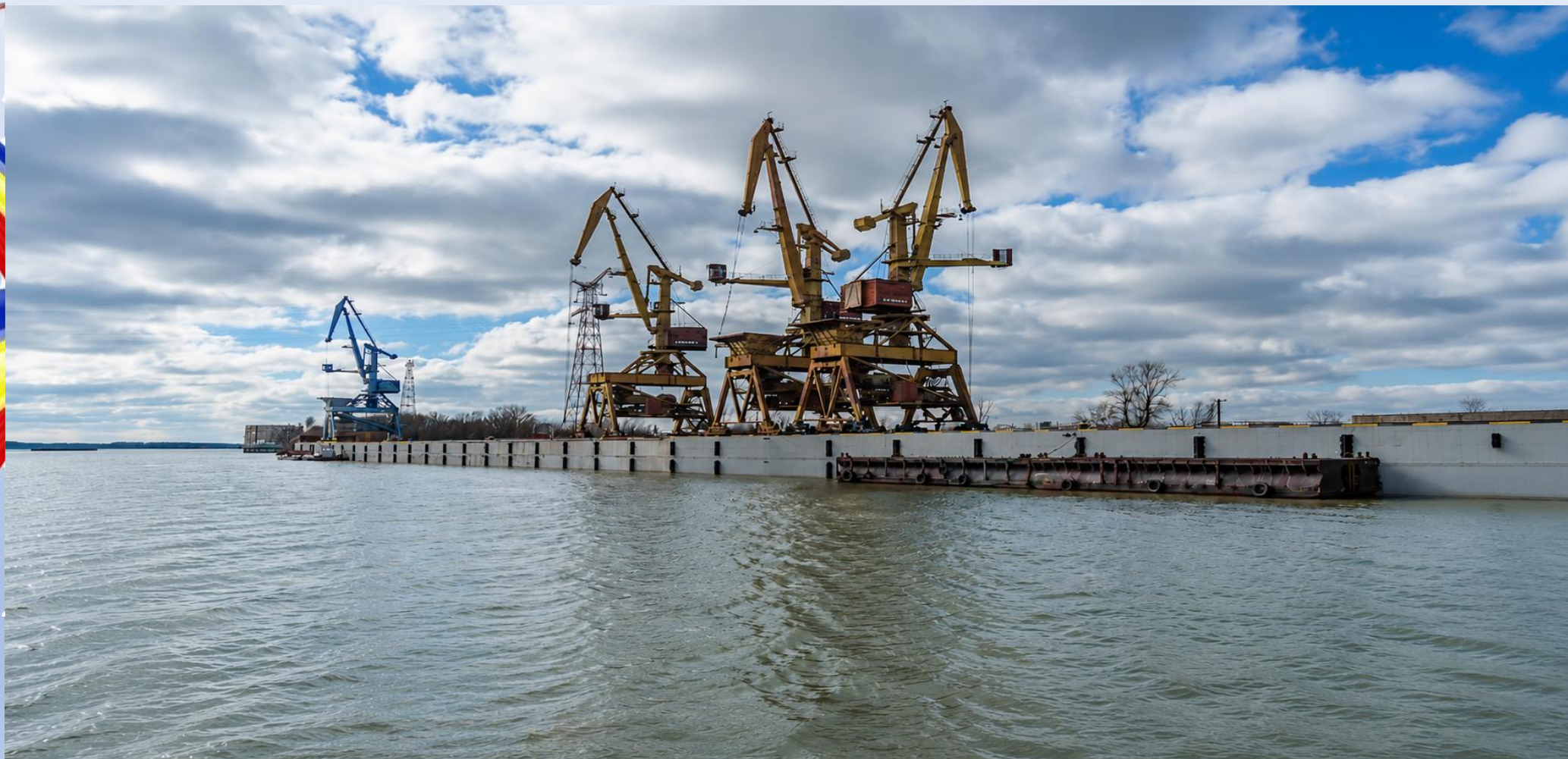
Modernization and Development of the Galati Mineral Port

- ❑ *The general objective* of the project was to modernize and expand the operational infrastructure of the Galați Mineral Port, by ensuring a safe and efficient operating process, in order to diversify the types of cargo and to increase the port operating capacity, providing optimal conditions for the maritime transport of goods, thus promoting sustainable mobility at national, regional, and local level, able to ensure fast and efficient links with international markets, while ensuring a port infrastructure at European standards.
- Project Results: - a port located on the TEN-T Core Network, with an area of 204,404 modernized square meters
- a modernized 2000 m long mooring infrastructure.

Mineral Port total value: ≈ 47 mil €



Galați Mineral Port - finalized works



Infrastructure works of the port sector in the Docks Basin - Port of Brăila.

The main modernisation works:

- ❑ Developed and rehabilitated harbour mooring infrastructure (berths and jetty head) - 1005 ml;
- ❑ Rehabilitated port road transport infrastructure (roads) - 2811ml;
- ❑ Developed lighting and electricity infrastructure - 1 pc;
- ❑ Developed water supply and wastewater infrastructure - 1,771 ml
- ❑ Developed environmental protection infrastructure (hydrocarbon separator)

Project value: ≈ 25 mil €

Funding source: LIOP 2014 - 2020 - 85% ERDF - 15% State budget;



Infrastructure works of the port sector in the Docks Basin - Port of Brăila.



Brăila Port – Infrastructure work of the port sector of the Danube operating front

- 
- ❑ The **general objective** was to integrate the Port of Brăila into the international flow of goods by modernising the port infrastructure and inland access roads in order to increase the capacity of goods transported by inland waterways and to develop the economic capacities of port operators.
 - ❑ The main specific objectives of the project were:
 - Modernisation of the quay front, related to berths 26 and 27, coupled with the need to ensure infrastructure works appropriate to the development/operation of increased traffic volumes of various goods: cereals, bulk cargo, etc;
 - Rehabilitation of the public utility road (L= 276,43 ml) as well as for two and three axle heavy vehicles or road trains for the transport of materials;

Project total value: ≈ 25 mil €



Brăila Port – Infrastructure work of the port sector of the Danube operating front



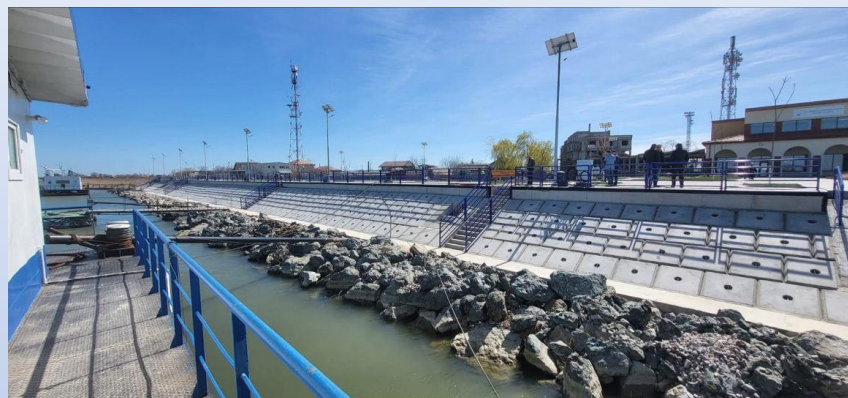
Modernisation and development of Chilia Veche Port

Chilia Veche Port is located in the immediate vicinity of Chilia Noua Port (Ukraine), giving it a strategic position on the Danube.

Total value of the project: 8 mil. Euros

Results achieved:

- ❑ Rehabilitation and modernization of the passenger berth (KM 45):
- ❑ Rehabilitation of the berth itself L=160 ml;
- ❑ Rehabilitation of the downstream quay L= 60 ml;
- ❑ Rehabilitation of the port superstructure - exterior fittings;
- ❑ Rehabilitation of the Passenger and Administration Station building Sc= 249,35 sqm
- ❑ Rehabilitation and modernization of the commercial berth (KM 44):
- ❑ Rehabilitation of berth L= 122 ml
- ❑ Rehabilitation of the port superstructure - exterior fittings



Isaccea Port Development - Rehabilitation and modernization of port infrastructure

Isaccea Port was originally built to serve the local quarrying industry and has since become a key crossing point between Romania and Ukraine.

Total value of the project: 3,6 mil. Euros

The objectives of the project were:

- ☐ Rehabilitation and modernization of the existing infrastructure, in accordance with the need to increase the operating capacity and taking into account the entire possible area to be exploited;
- ☐ Rehabilitation of the 18.360 sqm upstream of the access road to the port, by bringing it up to the level of the port infrastructure and making it usable, with the effect of increasing revenue;
- ☐ Dredging works to ensure navigation depth at the mooring berths, without affecting the hydro-technical structures built in the shore area;
- ☐ Extension of the utility networks from the city and provision of hydrants and jetty plugs to supply drinking water and electricity to vessels moored at the quay.



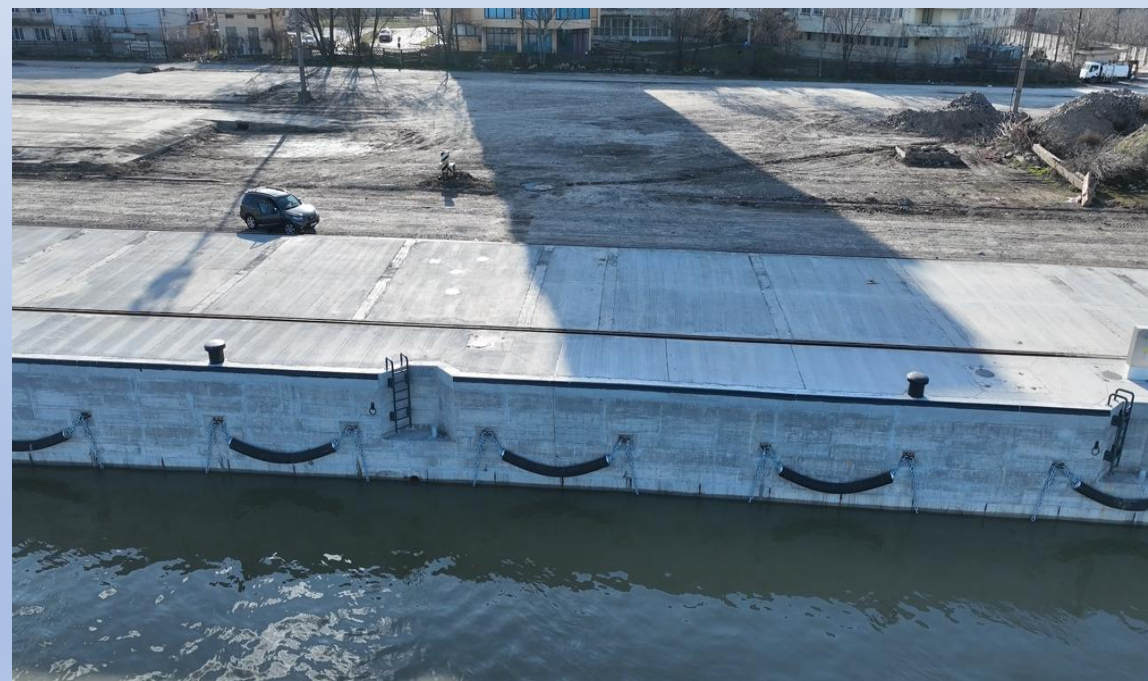
Tulcea Port Development

- ❑ The general objective of the project was to increase the attractiveness and accessibility of Tulcea port by ensuring a navigable transport based on the principles of sustainability, innovation and security, capable of ensuring fast and efficient link with international markets, for maximum fluidity of goods movement, while ensuring a port infrastructure at European standards in accordance with EU practices and policies.
- ❑ The implementation of the investments led to an increase in the traffic of cereals in Tulcea Port, according to the local production and storage potential, as a result of the transfer of their transport from road to sea-river transport.

Project total value: ≈ 22 mil €



Tulcea Port Development - Commercial Port



Tulcea Port Development - Industrial Port



Development of Port Macin Lot I



Total value ≈ EUR 6.51 million (RON 32,336,451.20), excluding VAT, with the project being co-financed by the European Regional Development Fund (ERDF) under the Large Infrastructure Operational Programme (POIM) 2014–2020 and the Transport Programme (PT).

The rehabilitation of the port infrastructure and the 550 meters of quay, distributed across four sites (Site 1 – ferry terminal, Site 2 – grain loading quay, Site 3 – aggregates loading quay, and Site 4 – aggregates loading quay), were the project's main objectives.

Their role in facilitating the economic development of the region is aligned with the European strategy to unlock the strategic potential of the Danube as a major transport corridor. As a result, the Port of Măcin has become an important hub for modern inland waterway transport, capable of meeting both current and future transport needs.



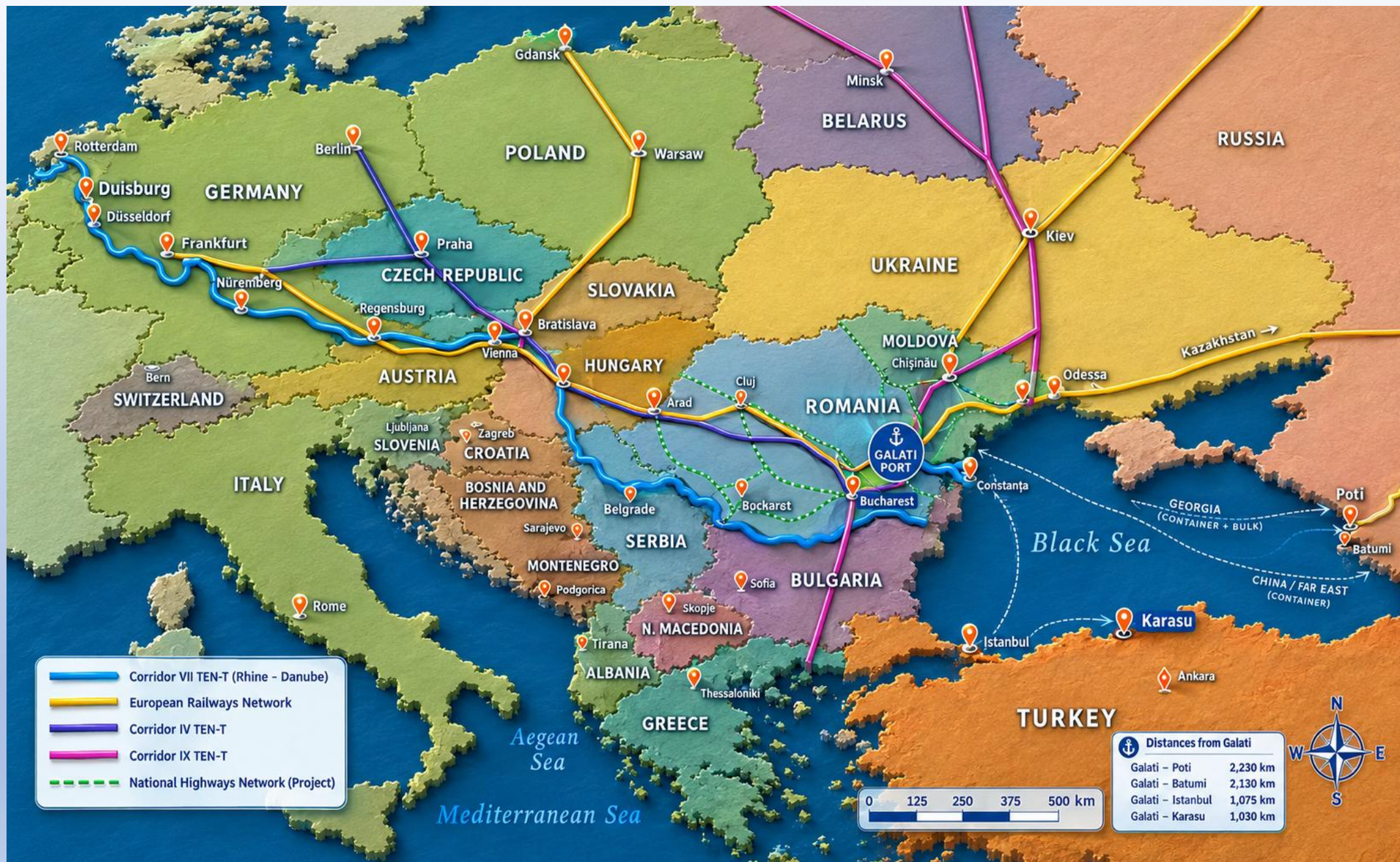
The connection of Galati port with Serbia and Hungary

Strategic corridor on the Danube and road and railway connections



The connection of the Galati Port with the Ports in Turkey and Georgia







Thank you for your attention!

GENERAL MANAGER
Tivilichi Nicolae-Dan

✉ : apdm@apdmgalati.ro





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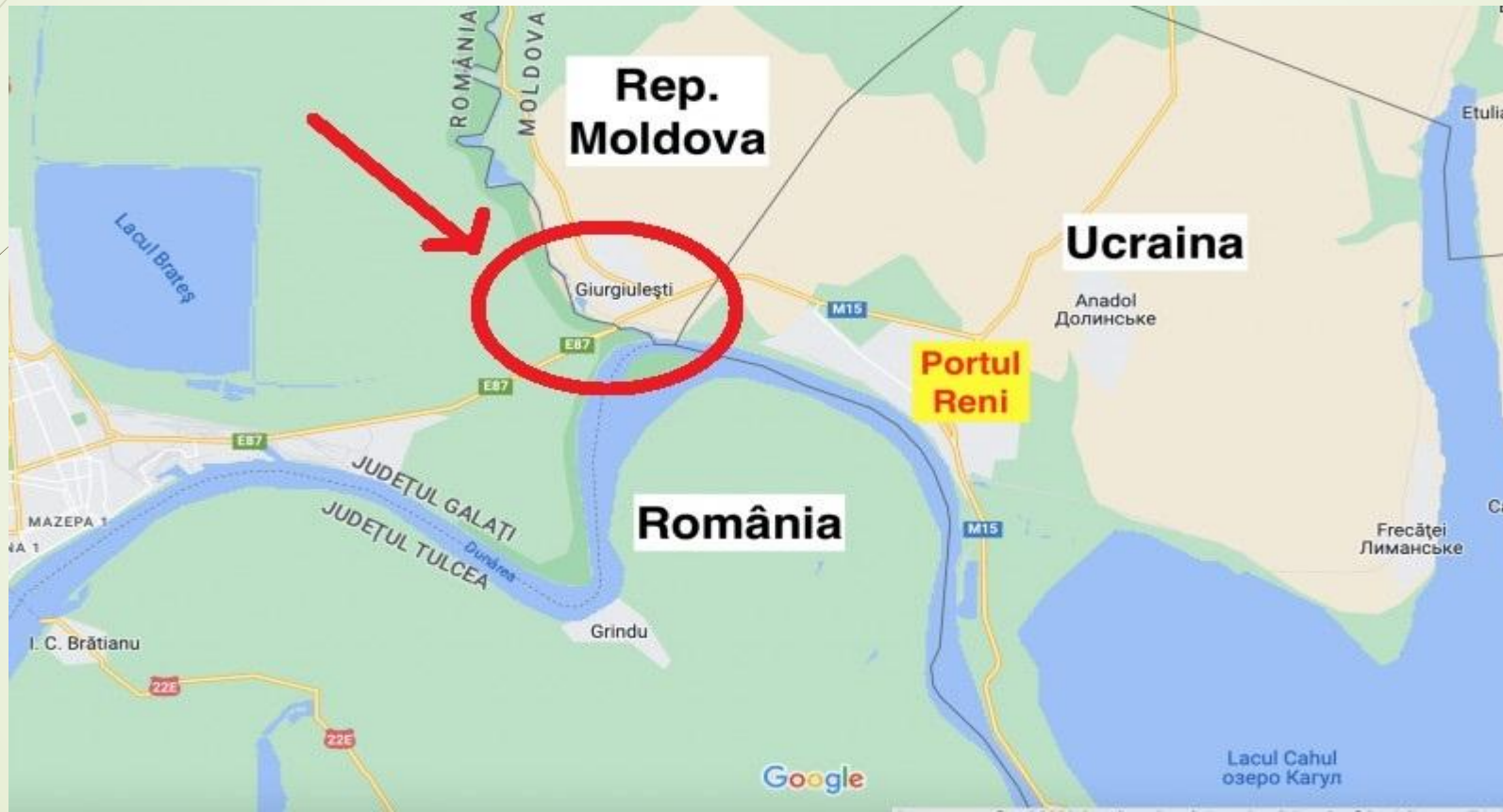
http://www.facebook.com/apdm.galati/

Developments on Port Infrastructure and Future Alignments with EU Ports Strategy



Port of Giurgiulesti

Naval Agency of the Republic of Moldova





Port of Giurgiulesti is the only one sea and river port in the Republic of Moldova, capable of receiving both inland and seagoing vessels located in the southern point of the country, at the confluence of the Prut River with the Danube. Port of Giurgiulesti is situated at 133.8 km / 72.2 nautical miles from the Black Sea on the maritime section of the Danube with available water depths of up to 7m.



- 
- 
- ***Strategic position:*** It is located on the border with Romania and Ukraine, offering direct access to the Maritime Danube and the Black Sea
 - ***Multimodal infrastructure:*** It has road, naval connections, as well as broad-gauge railways and European standards.
 - ***Economic:*** It operates as a free economic zone, with an advantageous tax and customs regime for business development



For the Republic of Moldova, the Port of Giurgiulesti is not just a transport infrastructure. It is a strategic element of the country's economic connectivity, a connection point with the Danube and, at the same time, an important opportunity for the integration of the Republic of Moldova into European transport corridors and regional logistics chains.

The location of the Giurgiulesti Port on the Danube gives it a particular position. Moldova is a traditionally landlocked country, but access to the Danube allows us to have a direct connection with the European river transport system and, through it, with the main European ports and economic centers.



The first priority is infrastructure.

The development of port infrastructure and access infrastructure is essential for increasing the competitiveness of the port. It is not enough to have port capacities; we must also have efficient connections with the national and European transport network. In this regard, the integration of multimodal transport must become one of the basic principles of port development.

The second priority is digitalization.

Modern ports are no longer just physical spaces for loading and unloading goods. They are becoming intelligent logistics centers, where information flows rapidly between authorities, port operators, carriers and other participants in the logistics chain. In this perspective, the *Maritime Single Window* represents an important tool for the digitalization of port processes and for bringing our practices closer to European standards.

The third priority is the green transition.

European ports are undergoing a profound transformation process, aimed at reducing emissions, energy efficiency and the use of more sustainable solutions. The development of the Giurgiulesti Port must take into account European objectives regarding the decarbonization of transport and the need for more energy-efficient and environmentally friendly port infrastructures.

The fourth priority is regional connectivity.

The port of Giurgiulesti must be better connected with the Danube ports in Romania, Bulgaria, Serbia, Hungary, Austria, Slovakia and Germany, as well as with the port infrastructure in Ukraine. In our opinion, the competitiveness of a port should not be analyzed in isolation. A port can become more competitive if it is part of an efficient network of ports, terminals, waterways, railways and roads.

The fifth priority is approximation to European Union standards and policies.

For the Republic of Moldova, the European path also represents an opportunity to modernize the transport sector. Alignment with European policies and standards in the fields of ports, navigation safety, digitalization, environmental protection and multimodal transport can directly contribute to increasing the competitiveness of the Port of Giurgiulesti.

In this context of alignment with European standards, I would like to share a major achievement of the Republic of Moldova. Starting from *July 1 of this year (2026)*, the Republic of Moldova has been officially excluded from the Black List of the Paris Memorandum on Port State Control. It is the result of a profound structural reform of our maritime control system and the ratification of the most demanding environmental and safety conventions of the IMO.



Currently, the Republic of Moldova no longer has any commercial maritime vessels registered in its register. We have consciously chosen to reset this system to eliminate any risk of non-compliance. Today, through the Naval Agency of the Republic of Moldova and the new legal framework, we are fully prepared and open to register new vessels under our flag. We offer operators a transparent and rigorously supervised register, which guarantees safe navigation in compliance with European Union rules. This represents a direct opportunity for commercial cooperation for partners throughout the Danube basin.

The perspective of the Giurgiulesti Port is closely linked to the European perspective of the Republic of Moldova.

Developments on Port Infrastructure and Future Alignments with EU Ports Strategy



DANUBE PORTS DAYS 2026

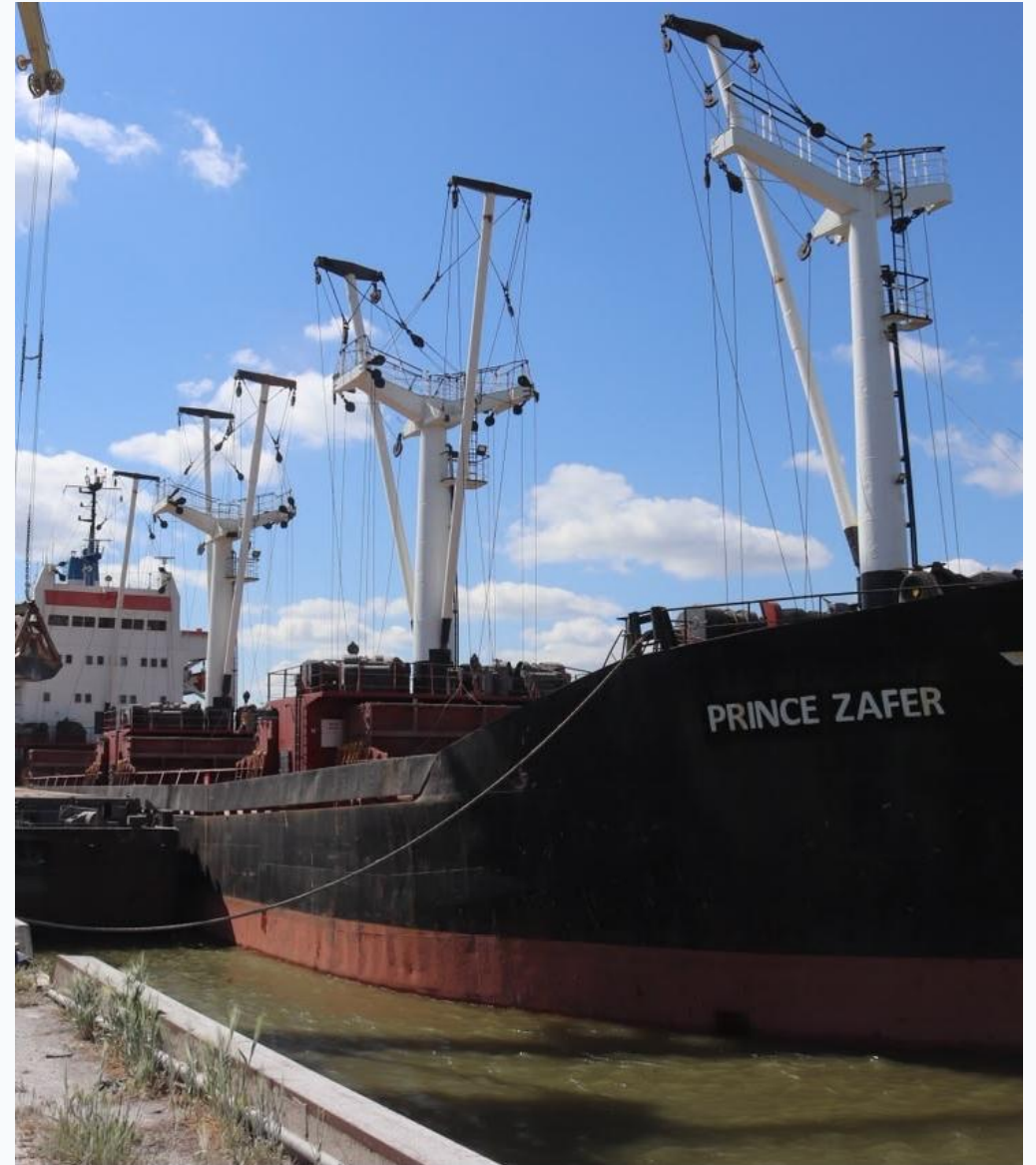
THE DANUBE UNDER PRESSURE

Ukraine's Experience and a Test for
European Resilience

Dmytro Barinov

President, Ukrainian Ports Association (UKRPORT)

24 September 2026 | Belgrade | Online



WHEN THE BLACK SEA IS DISRUPTED, THE DANUBE BECOMES CRITICAL

32.1 Mt

UKRAINIAN DANUBE PORTS | 2023

RECORD THROUGHPUT

Izmail + Reni + Ust-Dunaisk

RENI PORT

2021	0.1 Mt
2022	3.0 Mt
2023	4.0 Mt

BLACK SEA DISRUPTION → CARGO SHIFTS TO THE DANUBE → RECORD THROUGHPUT



**2026 PRESSURE RETURNS
TO THE DANUBE**

Dmytro Barinov

President, Ukrainian Ports Association (UKRPORT)

RESILIENCE IN PRACTICE

ORLIVKA FERRY COMPLEX

5 ATTACKS | 2023-2026

Sep 2023 · Oct 2024 · Nov 2025 · 1 & 6 Sep 2026



DAMAGED



RESTORED & OPERATING



DAMAGED AGAIN

*Latest damage is still being repaired.
Operations continue.*

DAMAGED → RESTORED → DAMAGED AGAIN → STILL OPERATING

THE CAPACITY BOTTLENECK

IZMAIL | PRESSURE IS BACK

SULINA | 21 SEP 2026

99% OF AUGUST TONNAGE
IN JUST 21 DAYS

91 VESSELS WAITING

AUGUST 2026

495 VESSELS **794k t** reported
tonnage

7
6
**BOUND FOR UKRAINIAN
DANUBE PORTS**

1-21 SEPTEMBER 2026

483 VESSELS **786k t** reported
tonnage

~ 3
weeks
AVERAGE WAITING

**HAVING PORT CAPACITY DOES NOT AUTOMATICALLY MEAN HAVING CORRIDOR
CAPACITY.**

COORDINATION CREATES CAPACITY

**DIGITAL VESSEL
SEQUENCING**

**INCREASED PILOTAGE
CAPACITY**

PRIMUS

Coordinated vessel sequencing

**NIGHT
NAVIGATION**

**IMPROVED
NAVIGATION &
INFORMATION
EXCHANGE**

UKRAINE · ROMANIA · MOLDOVA · EUROPEAN COMMISSION · DANUBE COMMISSION

THE **DANUBE** WORKS ONLY WHEN THE **WHOLE DANUBE** WORKS

ONE RIVER

ONE INTERCONNECTED TRANSPORT
SYSTEM

SHARED RESILIENCE



From Ukraine's experience to the EU Ports Strategy:
resilience must be corridor-wide.

Dmytro Barinov

President, Ukrainian Ports Association (UKRPORT)

Danube Ports Days 2026 | Belgrade | 24 September

Transnational Initiatives



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

Accelerating Quay Wall Execution with Prefabricated Elements

8
QUAY PORT PROJECTS
DELIVERED



RO+BG
ROMANIA & BULGARIA

PROGRAM OVERVIEW

The 8-Port Execution Program

Romania — 6 Ports

- Black Sea coast & Danube corridor
- Diverse soil conditions and water depths
- Range of quay wall typologies

Bulgaria — 2 Ports

- Black Sea facing, strategic trade nodes
- Higher complexity – Deep Sea Ports



ROMANIA PORT 01

Port Veriga - Giurgiu



Project Scope

- Total quay length: 220 linear metres
- Wall retention height: 10.5m
- Solution type: HZM combi wall
- Client: APDF Giurgiu Romania

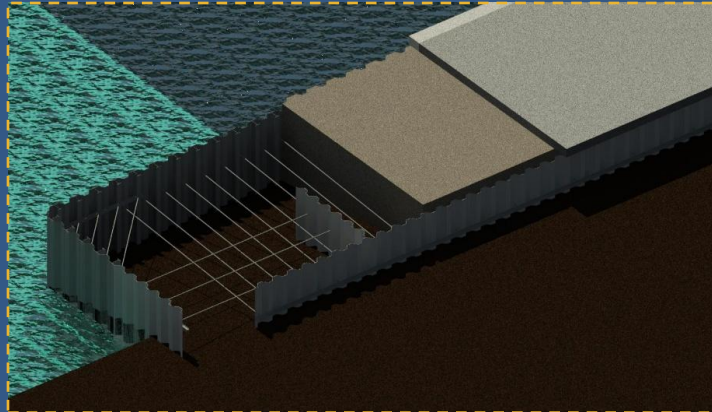
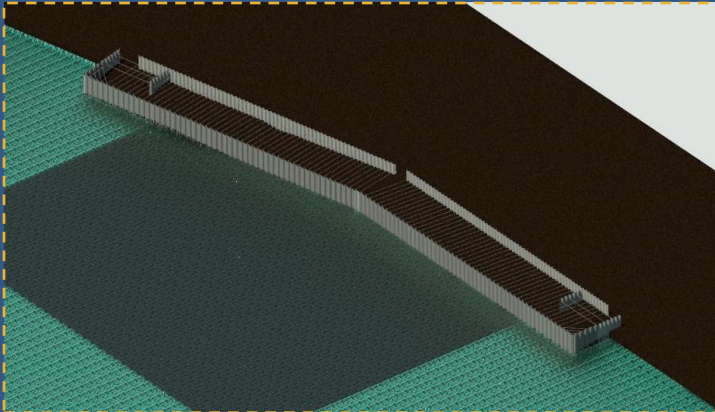
Site Conditions and Timeline

- Soil type - sand, LWL-HWL – 5m
- Font wall, anchor wall and tie rods - 3 months



Port Veriga Giurgiu — EXECUTION

Installation in Progress





ROMANIA PORT 02

Port Ramadan - Giurgiu



Project Scope

- Total quay length: 400 linear metres
- Retention height: 10.5m
- Solution type: HZM combi wall
- Client: APDF Giurgiu

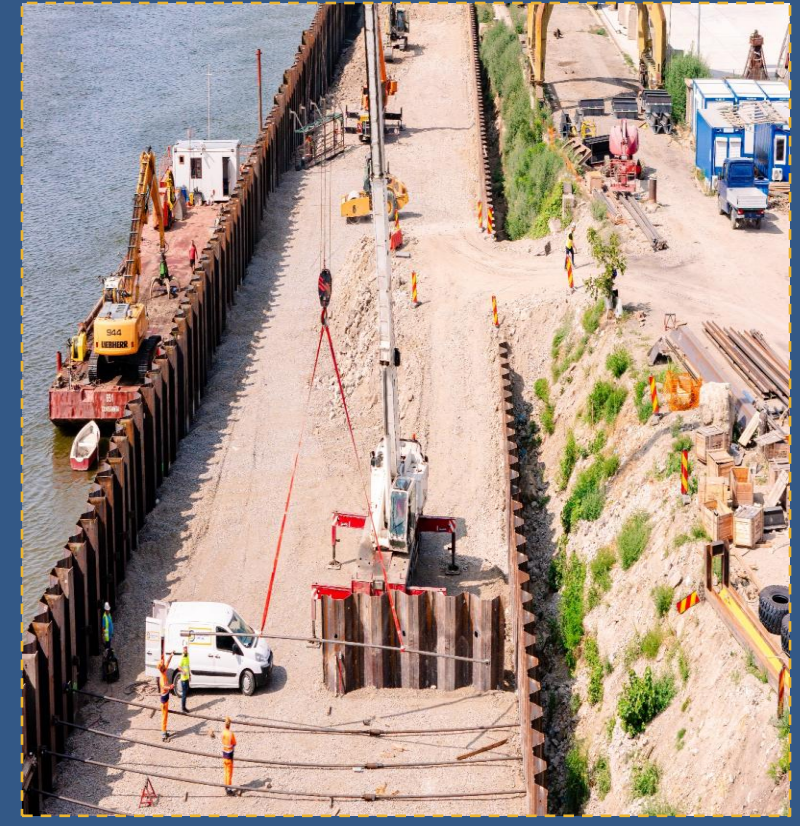
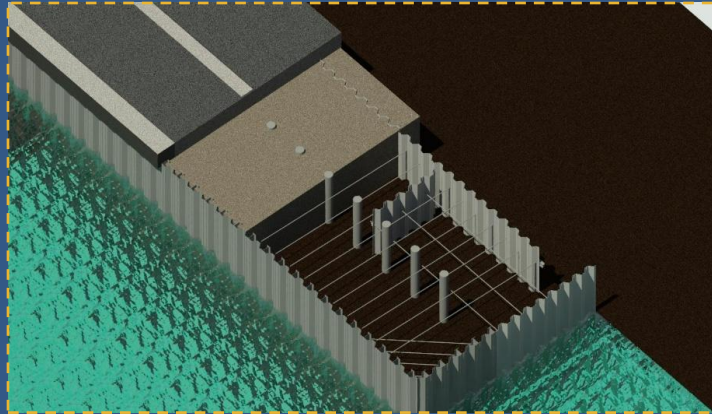
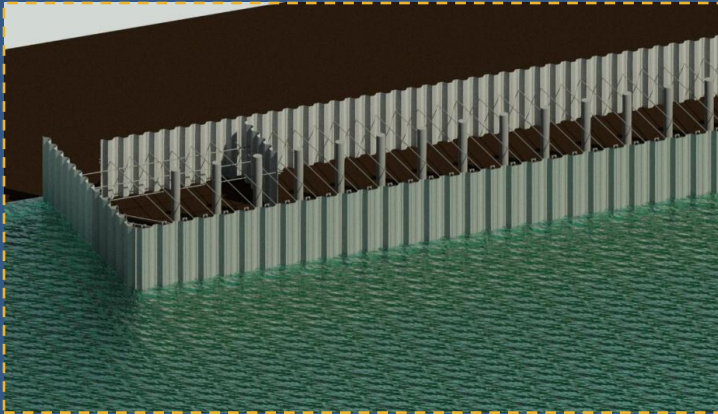
Site Conditions and Timeline

- Soil type – sand, limestone, LWL-HWL: 6m
- Quay steel structure executed in 4 months



PORT RAMADAN - GIURGIU — EXECUTION

Installation in Progress





ROMANIA PORT 03

Port Galati



Project Scope

- Total quay length: 420 linear metres
- RO-RO Ramp
- Retention height: 12m
- Solution type: Sheet piles / HZM combi wall
- Client: Danube Maritime Port Authority

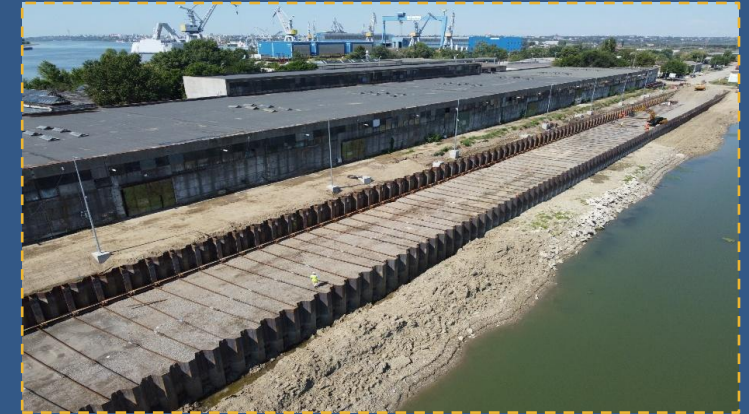
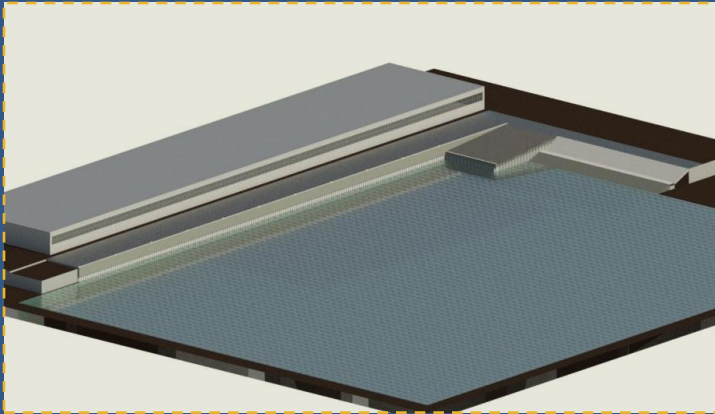
Site Conditions and Timeline

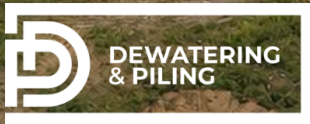
- Soil type - clay, nearby existing building monitored
- Steel structure including ramp installed in 6 months



PORT GALATI — EXECUTION

Installation in Progress





ROMANIA PORT 04

PORT OVIDIU



Project Scope

- Total quay length: 360 linear metres
- Retention height: 10m
- Solution type: Sheet piles
- Client: Constanta Canals (ACN)

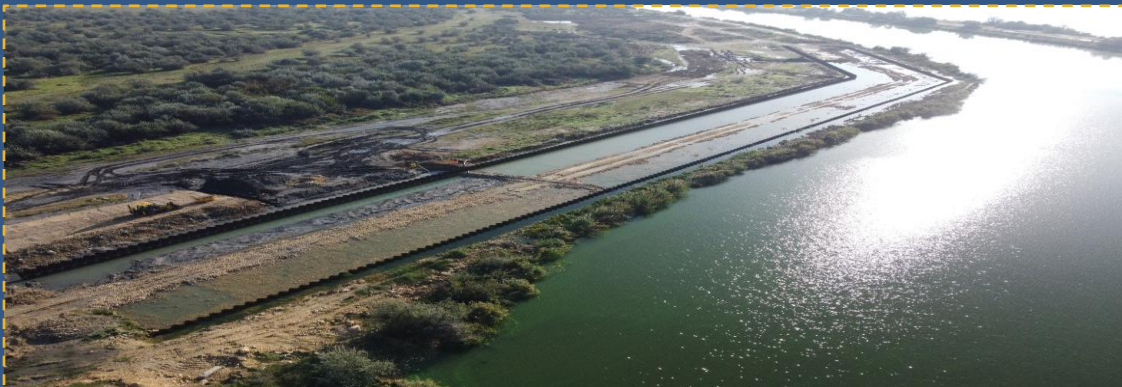
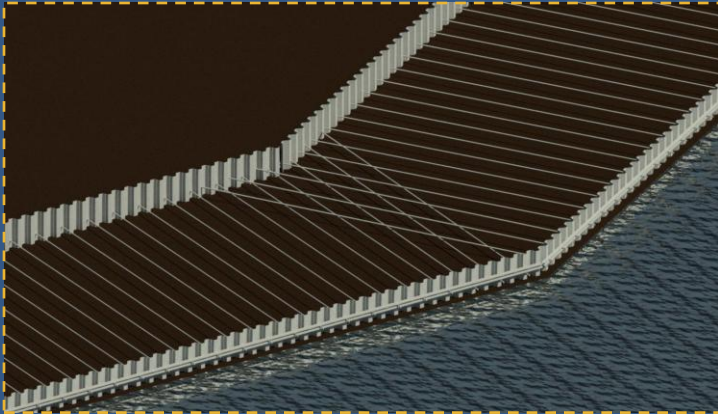
Site Conditions and Timeline

- Soil type –clay, limestone.
- Steel structure including installed in 4 months



Port Ovidiu, Constanta— EXECUTION

Installation in Progress





ROMANIA PORT 05

PORT LUMINITA, Constanta

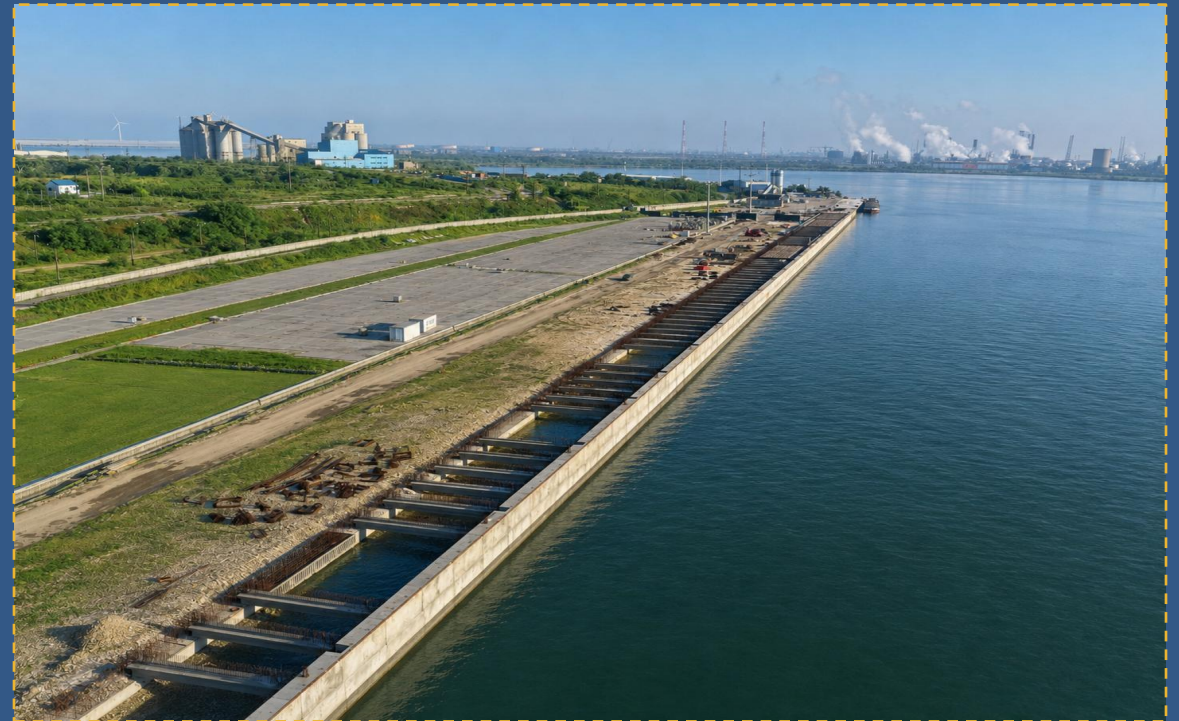


Project Scope

- Total quay length: 480 linear metres
- Dredging depth: -3.5m
- Solution type: Deck on piles – concrete piles with permanent steel casing
- Client: Constanta Canals (ACN)

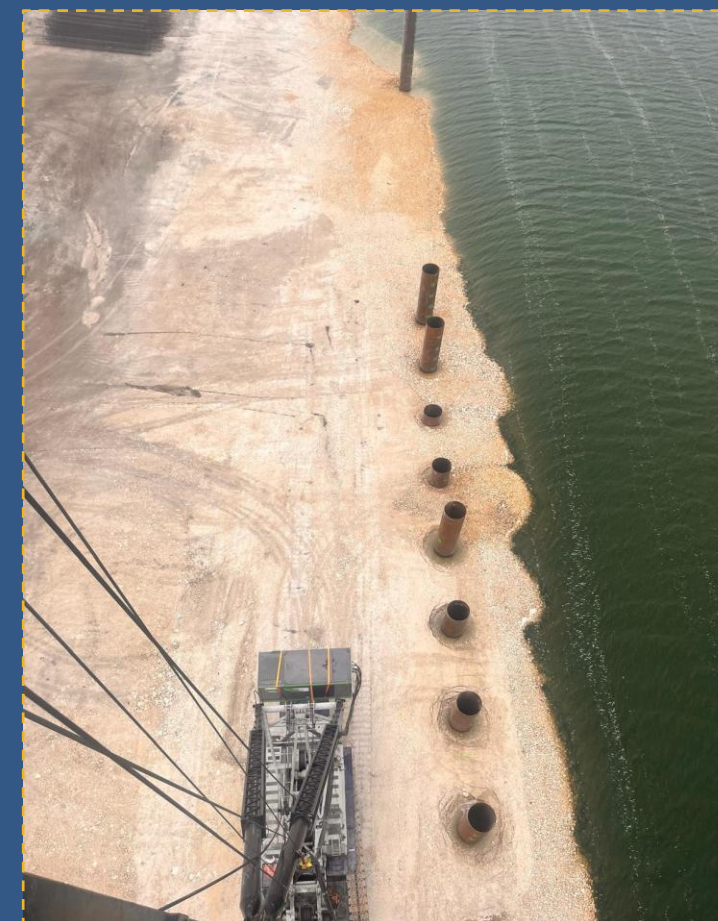
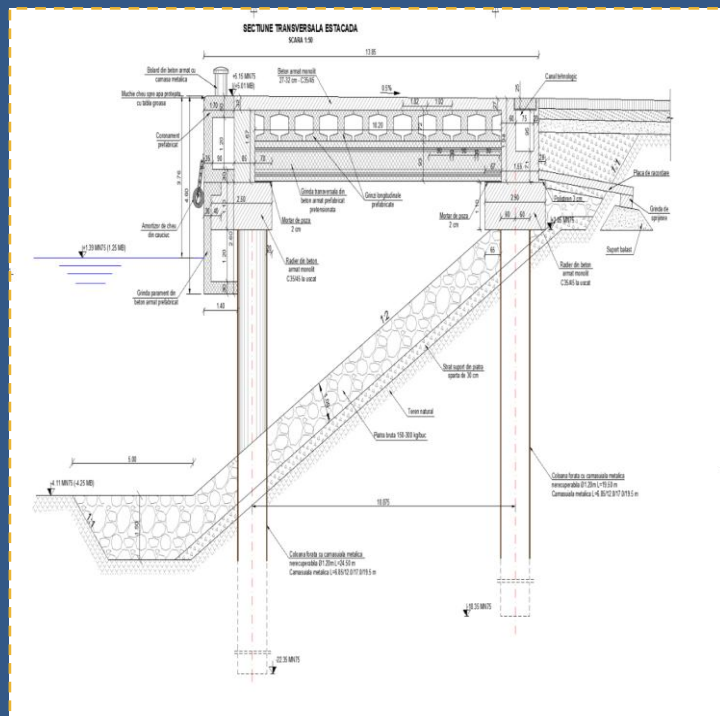
Site Conditions and Timeline

- Soil type – sand, limestone
- Piles installed in 4 months



Port Luminita, Constanta— EXECUTION

Installation in Progress





ROMANIA PORT 06

PORT TULCEA



Project Scope

- Total quay length: 325 m
- Retention height: 10.5m
- Solution type: Permanent– steel cased piles, sheet piles.
- Client: Danube Maritime Port Authority

Site Conditions

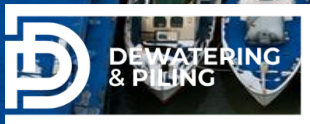
- Soil type – silty clay
- Project executed in 3 months



Commercial Port Tulcea— EXECUTION

Installation in Progress





ro Romania

Precast piles

Danube Delta Piers



SUMMARY

Key Takeaways



- Consistent delivery across multiple soil profiles.
- Steel systems proved much faster than traditional concrete alternatives.
- We can help you with the design and the execution for hydrotechnical projects, port quay walls, marinas, precast piles, CFA piles and more.

- +40 747 975 801
- cristian@dewatering.ro
- LinkedIn: Cristian Dragu

Thank You | Danube Ports Days 2026

Transnational Initiatives



pro DANUBE **DANUBE REGION strategy**
Mobility | Waterways

Danube Ports Days 2026

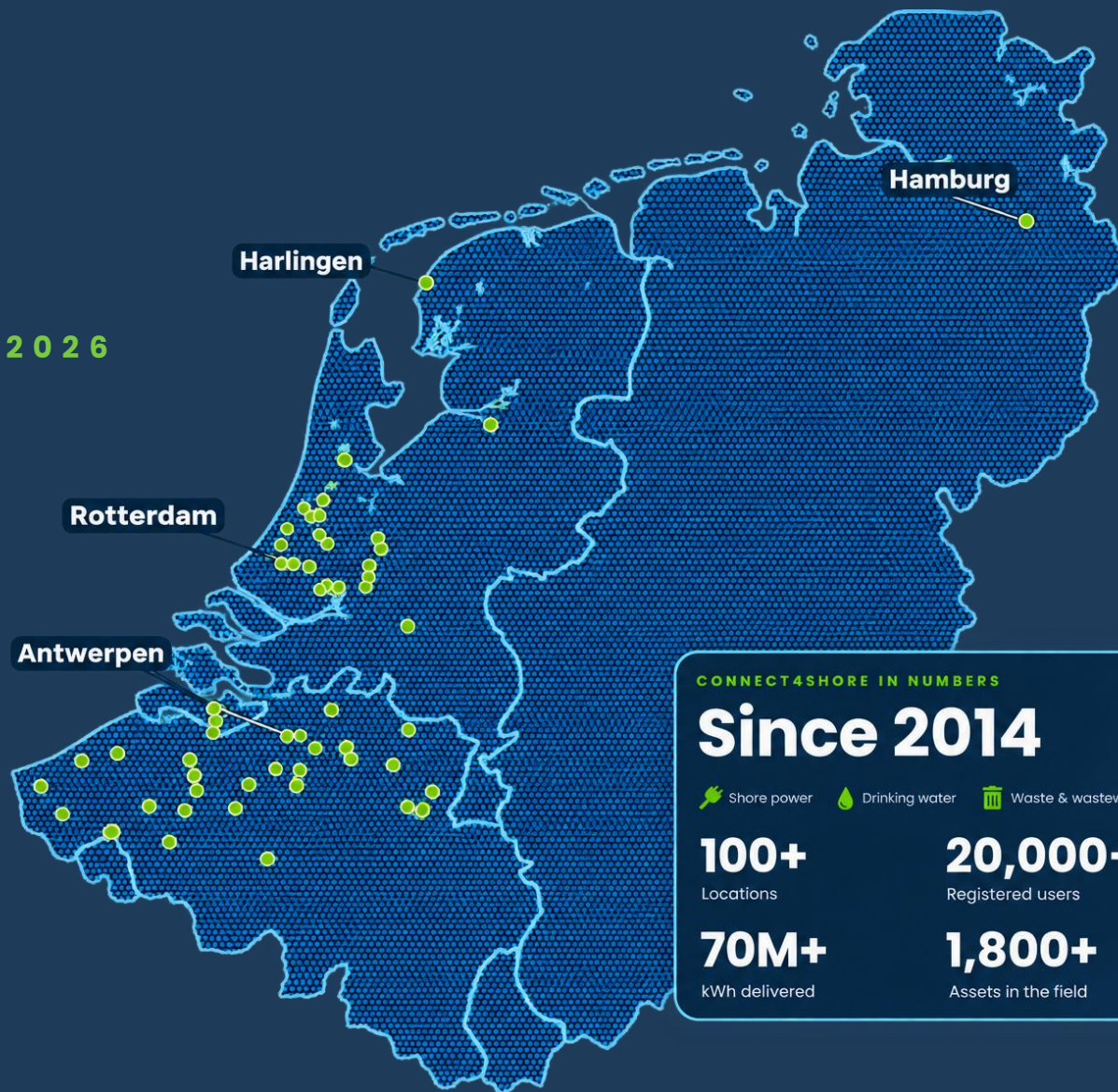
23-24 September, Belgrade

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

PRO DANUBE · BELGRADE · 24 SEPTEMBER 2026

Connect to a sustainable port.

> 12 years of shore power in daily practice



CONNECT4SHORE IN NUMBERS

Since 2014

🌿 Shore power 💧 Drinking water 🗑️ Waste & wastewater

100+

Locations

20,000+

Registered users

70M+

kWh delivered

1,800+

Assets in the field

A selection of
our clients



INTRODUCTION.

Table

Of Content.

CONNECT
SHORE

- The choice
Where you
- What you
Turning
- Where
Ready

THE CHALLENGE

THREE CONDITIONS

FOR SHORE POWER TO WORK AT SCALE.

1

INFRASTRUCTURE

RELIABILITY

2

3

ALIGNMENT

THE PROBLEMS WE SAW

Low utilisation



Shipmen hesitate to retrofit without infrastructure.

Nobody moved first.



THE SOLUTION

INFRASTRUCTURE

NEEDS TO COME FIRST.

1

DON'T WAIT
FLEET TO CHARGE



VESSELS
A REASON TO
NOW

THE PROBLEMS WE SAW

ONCE VESSELS RELY ON IT,

Failure is no longer an option.



Faults

A shore power session is only as strong as its weakest link.



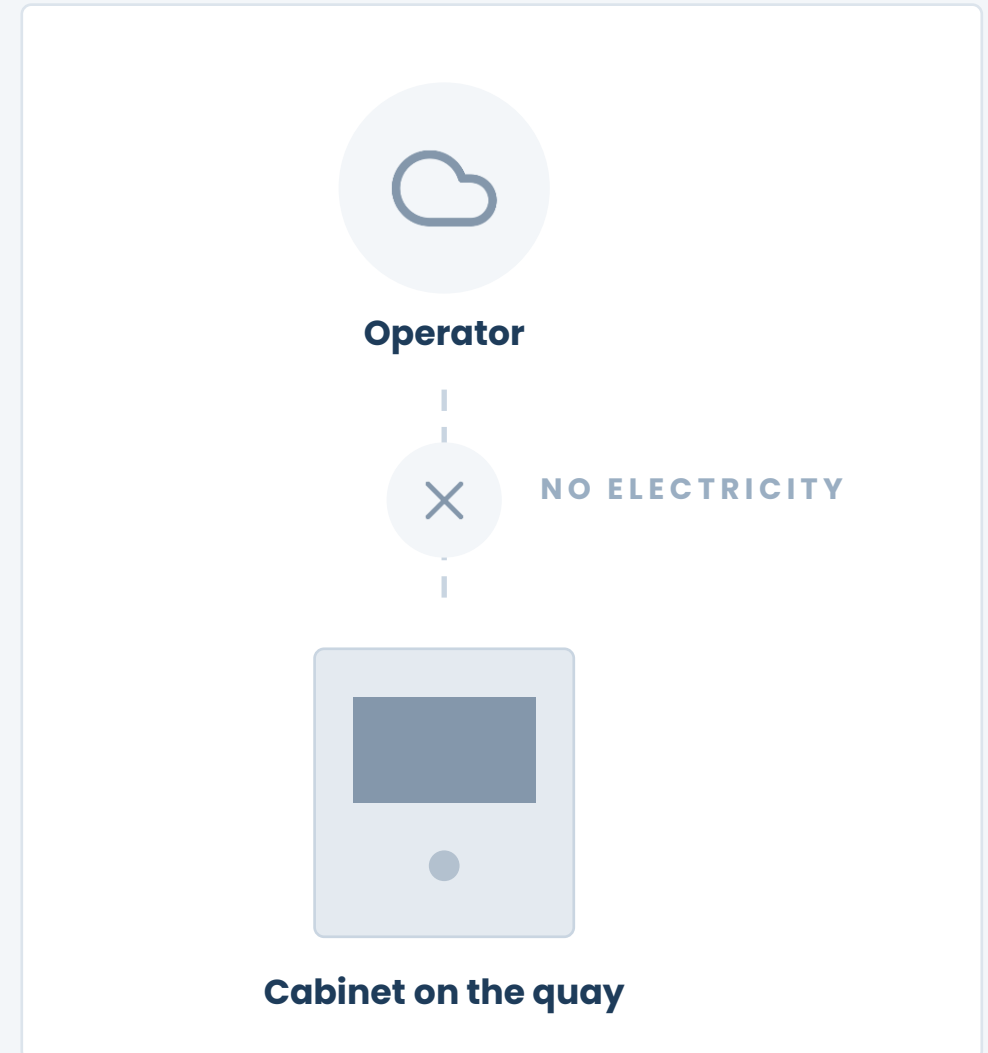
No service

One failure can undermine confidence in the entire service



No remote control

A simple reset becomes a site visit.



THE SOLUTION

TREAT SHORE POWER AS A CRITICAL INFRASTRUCTURE.



Not as a collection of components — but as one end-to-end service.

THE PROBLEMS WE SAW

POLICY ALONE

Does not create adoption .



POLICY

Can we require it?



PRACTICE

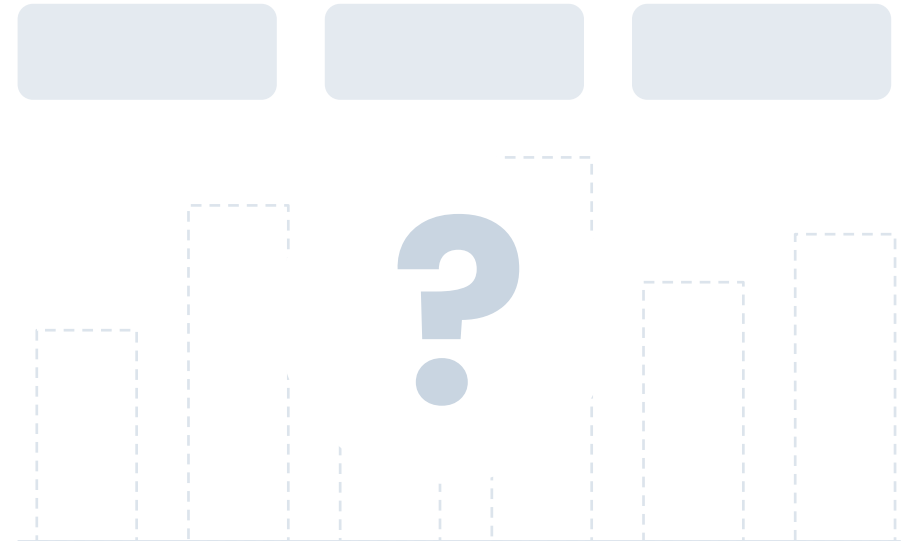
Can it actually work?



ENFORCEMENT

What happens if it is not used?

USAGE PER LOCATION



NO DATA AVAILABLE

HOW WE SOLVE THIS

Align system around shipmen



...THE QUAY IS WHERE AMBITION BECOMES BEHAVIOUR.

OUR PILLARS

Community

Not just infrastructure, build the network around it.

UTILIZATION RATE &
USER ADOPTION

20% > 70%

Users are not just connected,
they are satisfied.



OPSN & EOPSA

Active in the European shore power networks.



Stakeholder management

Ports, authorities, shipmen and suppliers at one table.



OCPP 2.1

Open standard, no vendor lock-in.



EuRIS

Connected to European river information services.

Control & insight

Every session registered:
where, when and how much.

ONE SINGLE CLICK



Enforcement



Policy maker



Planner



Ship agent



Shipmen



Billing

CONCLUSION.

MAKE THE SUSTAINABLE CHOICE
AVAILABLE, RELIABLE AND NORMAL

BUILD IT.

Create certainty.

INFRASTRUCTURE
CREATES POSSIBILITY.

MAKE IT WORK.

Create confidence.

RELIABILITY
CREATES CONFIDENCE.

MAKE IT THE NORM.

Create adoption.

ALIGNMENT
CREATES MOMENTUM.

OUR PILLARS

Platinum Shore Power Cabinet

Why we developed our own cabinet.



Standardisation

One cabinet, one interface, every port.



Hardware and software as one

Integrated from the first drawing, not bolted on.



Remote management

Monitored, diagnosed and reset from a distance.



Ready for roll-out

Built to be repeated across Europe.





**Shore power only works
when it operates **as a community.****



Let's stay
CONNECTED



Ronald Bijl

Founder & CEO



Jermo Haagedoorn

Advisor Shore Facilities



Follow us on LinkedIn

Transnational Initiatives



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Mobility | Waterways

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Good Inland Port Status

Improving the IWT Network

A common European framework for measurable, proportionate node status and improvement at TEN-T inland ports

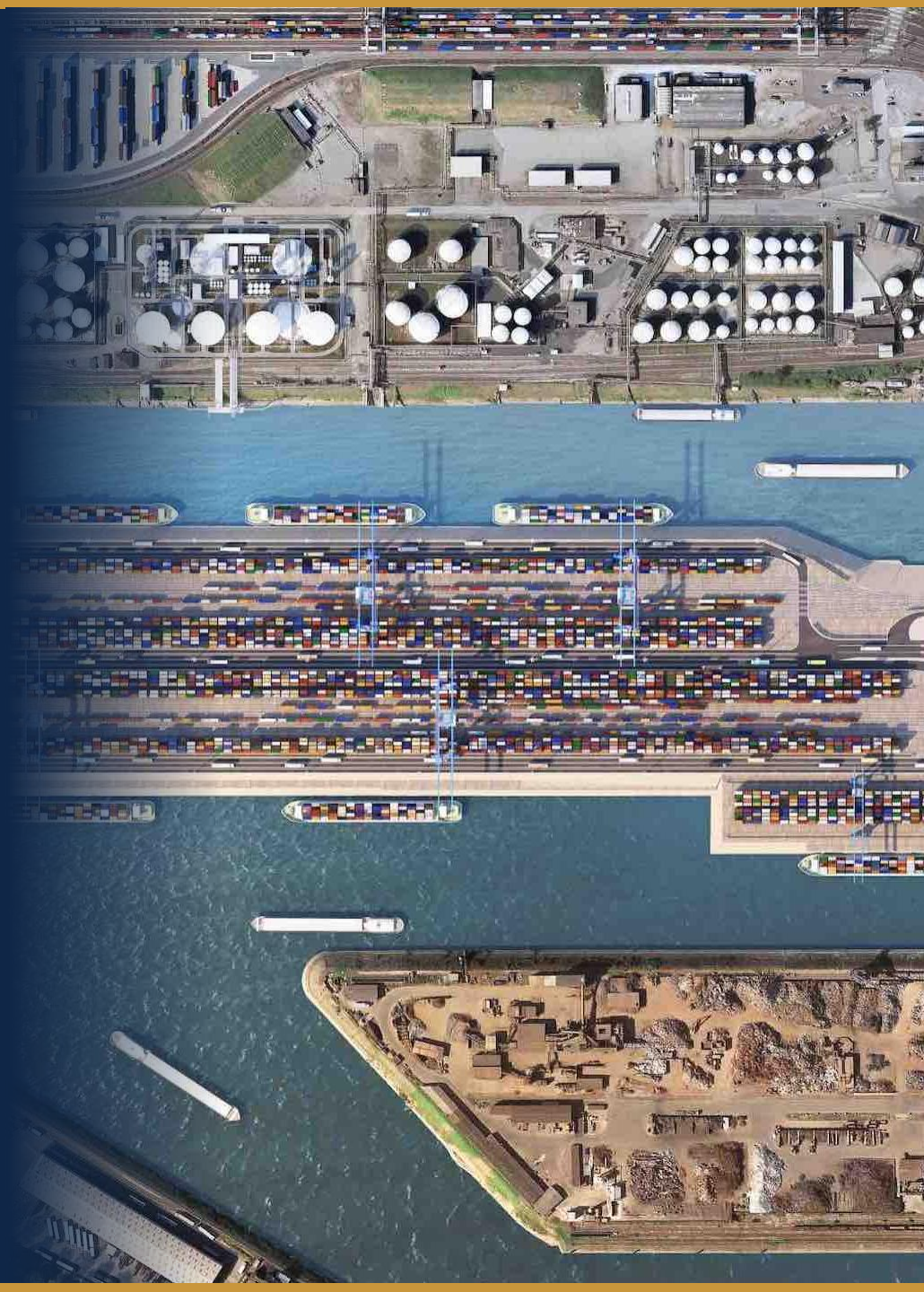
Danube Ports Days, 23-24 September 2026, Belgrade

Dr. Saša Jovanović, dipl.ing.

Senior port expert

iC consulenti

Member of Pro Danube International



Good Navigation Status (GNS): the link-side benchmark

EU framework for measuring the navigability and reliability of inland waterway links



Europe has a framework for good waterways.

It does not yet have one for good inland ports.

The network is only as strong as its weakest element.

GNS — GOOD NAVIGATION STATUS

Covers **links**: fairway depth, bridge clearance, locks, navigation reliability

GIPS — GOOD INLAND PORT STATUS

Would cover **nodes**: accessibility, service availability, operational readiness, connectivity and reliability

GIPS basis in GNS Guidelines

1



Light mention of inland ports

The GNS Guidelines mention facilities along waterways and in ports only lightly, and treat them as optional in the GNS process.

Section 4.3, pages 53-57

2



Optional, not directly addressed

No direct addressing, only optional treatment, including the examples of multimodal facilities, mooring places, alternative fuels infrastructure, etc.

3



Legal focus remain the fairway

The GNS Guidelines note that port, terminal, and handling facilities are important for competitive IWT.

However, Article 15.3b does not explicitly cover inland ports and related infrastructure.



Implication for GIPS: GNS provides only a limited and optional basis for inland port related parameters, which supports the case for a dedicated inland port (node) framework

GIPS is a missing layer in network performance

Links + Nodes = Network Performance

Missing layer

What GNS makes visible?

- Can vessels navigate?
- Are fairway parameters available?
- Are bottlenecks monitored?

What remains invisible?

- Can ports receive, handle and transfer traffic predictably?
- Are ports digitally ready?
- Are interfaces resilient?

Reliable
waterway
connections

Safe
navigation

Predictable
schedules

Sustainable
corridors

Efficient
terminals

Seamless
connections

Digital
visibility

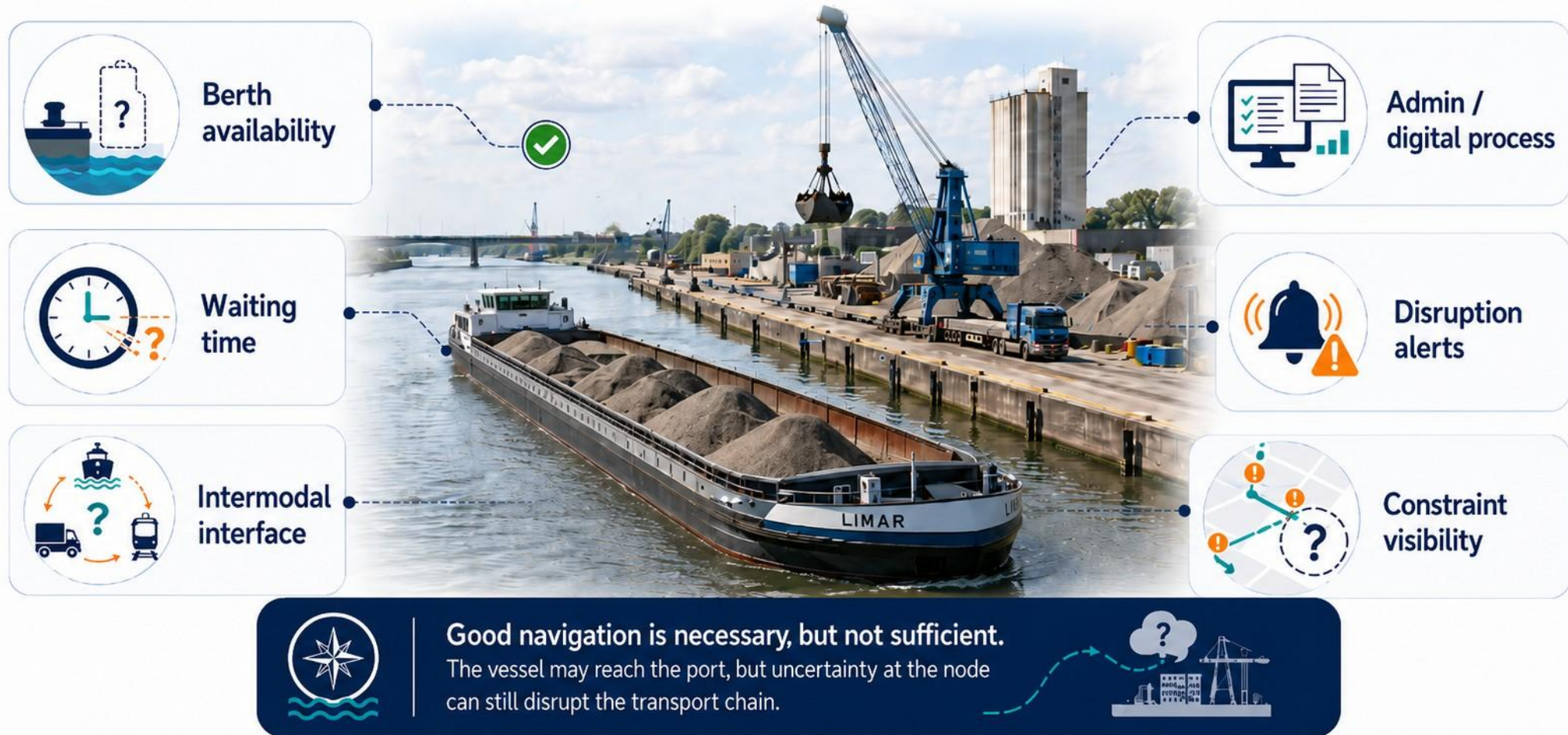
Resilient
operations

Weak node = weak network

GIPS is proposed to close this missing node-performance layer.

Node-level risks and uncertainties addressed by GIPS

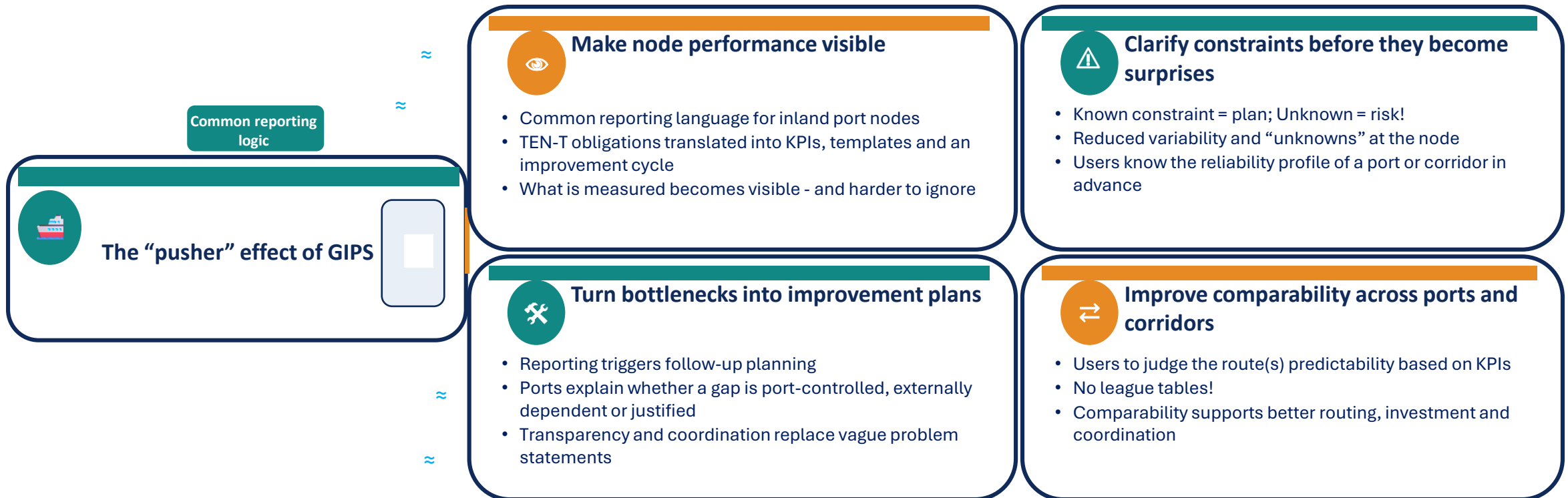
For operators and shippers, reliability risk means uncertainty in the time, cost and feasibility of the transport chain.



GIPS helps make these constraints more transparent, comparable and manageable.

How could GIPS reduce reliability risk?

Four mechanisms that reduce reliability risk



Important boundary: GIPS should reduce uncertainty without becoming a heavy audit system or a simplistic port ranking scheme.

Why now? Because ports are where policy becomes operational reality.

TEN-T Implementation

- Core network corridors require reliable node performance, not just links
- Node and terminal obligations need measurable delivery

EU Ports Strategy

- A comprehensive framework for port competitiveness and resilience
- Competitiveness, sustainability, resilience and security require port-level follow-through

Modal Shift Targets

- Shifting freight from road to water requires predictable port interfaces
- Cargo owners buy reliable chains, not isolated infrastructure

Land safeguarding

- Port land is a finite strategic resource for cargo generation

Digitalisation / eFTI

- Paperless freight requires digital-ready port infrastructure
- eFTI, RIS/eIWT and operational event data materialise at interfaces (ports).

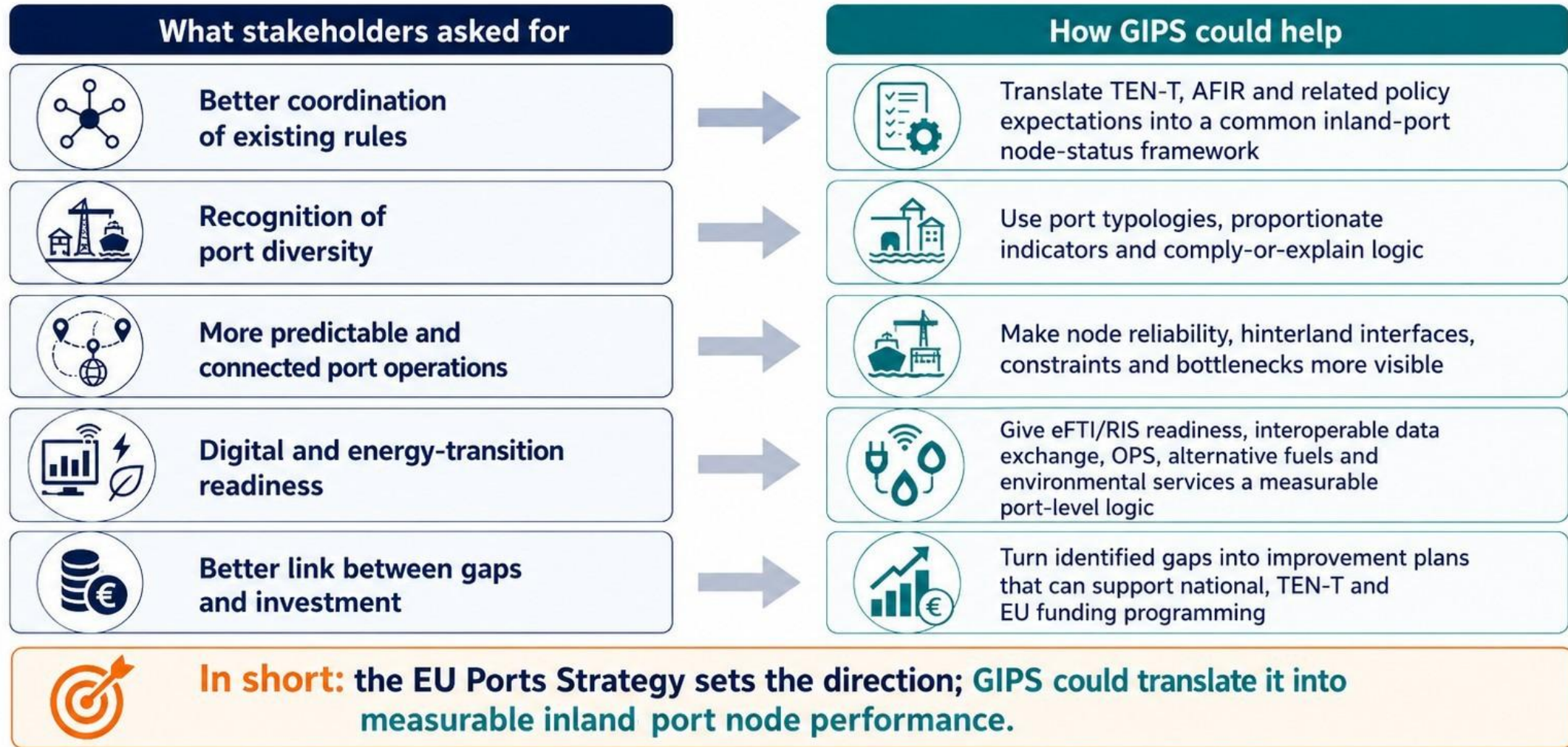
AFIR / Energy Transition

- Alternative fuel readiness starts at the port, not in the waterway or a vessel



GIPS would give these policy expectations a shared node-level implementation language

How could GIPS support EU Port Strategy?



Source logic: Stakeholder consultation – Synopsis report, accompanying the EU Port Strategy, COM (2026) 112 final.

What GIPS is (and what it is not)

GIPS IS

- ✓ A common, measurable, proportionate node-status and improvement framework for TEN-T inland ports
- ✓ Network function: accessible, available, operationally ready, connected and reliable
- ✓ Core indicators: existing requirements + selected status/reliability indicators
- ✓ Port typologies + comply-or-explain — proportionality by function and scale
- ✓ Improvement cycle: gaps → responsibility → action → monitoring; no rankings

GIPS IS NOT

- ✗ A league table or ranking system
- ✗ A one-size-fits-all mandate
- ✗ A reporting burden on ports
- ✗ A blame mechanism
- ✗ A new port design rulebook

Indicative KPI starting point — anchored in existing obligations

Reliability remains the objective; the initial KPI set should start from TEN-T / AFIR obligations and be refined through the GIPS study.

Inland Port KPIs

IP-1 to IP-4



Road or rail connection



Open-access multimodal freight terminal



Facilities improving vessel environmental performance



Alternative fuels / shore-side electricity where applicable

Multimodal Freight Terminal KPIs

MFT-1 to MFT-5



Connection to at least two modes



HDV recharging; hydrogen where appropriate



Digital tools / ICT for information flows



Craneable ILUs



740 m train capability or equivalent measures

Policy-derived candidates

PD-1 to PD-5



eFTI readiness



eIWT / RIS integration



Safety / security baseline



Cybersecurity baseline



Port land safeguarding and activation indicators



The KPI list is indicative and negotiable. GIPS should make existing obligations measurable — not create a new engineering rulebook.

Family of possible reliability indicators

Possible operational indicators to be explored during the GIPS study – not part of the initial core KPI set.



*Challenge: operational reliability data can be difficult to collect consistently.
Approach: start with feasible indicators; use digitalisation to improve data over time.
GIPS value: integrate established measures into a common node-status and improvement logic.*



Berth waiting time reliability

- average waiting time
- median / P90 waiting time
- share of calls handled on time



Port-call turnaround reliability

- arrival to departure time
- median / P90 turnaround
- planned vs actual completion



Berth service availability

- berth operational availability
- planned vs unplanned downtime
- equipment availability



Intermodal interface reliability

- gate waiting time
- rail/road transfer reliability
- missed onward connections



Digital / administrative process reliability

- electronic document exchange
- timeliness of status updates
- manual interventions / corrections

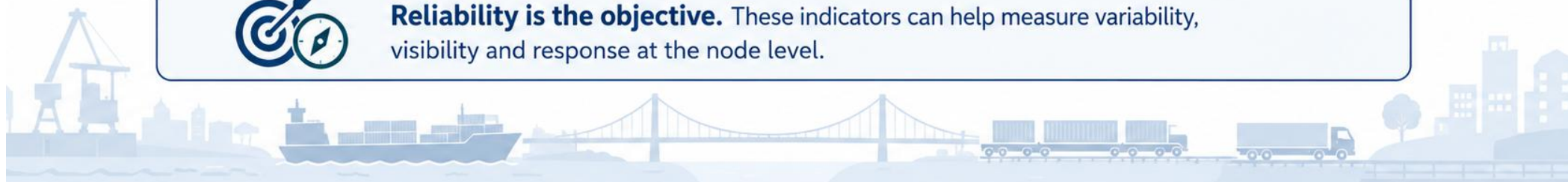


Disruption information reliability

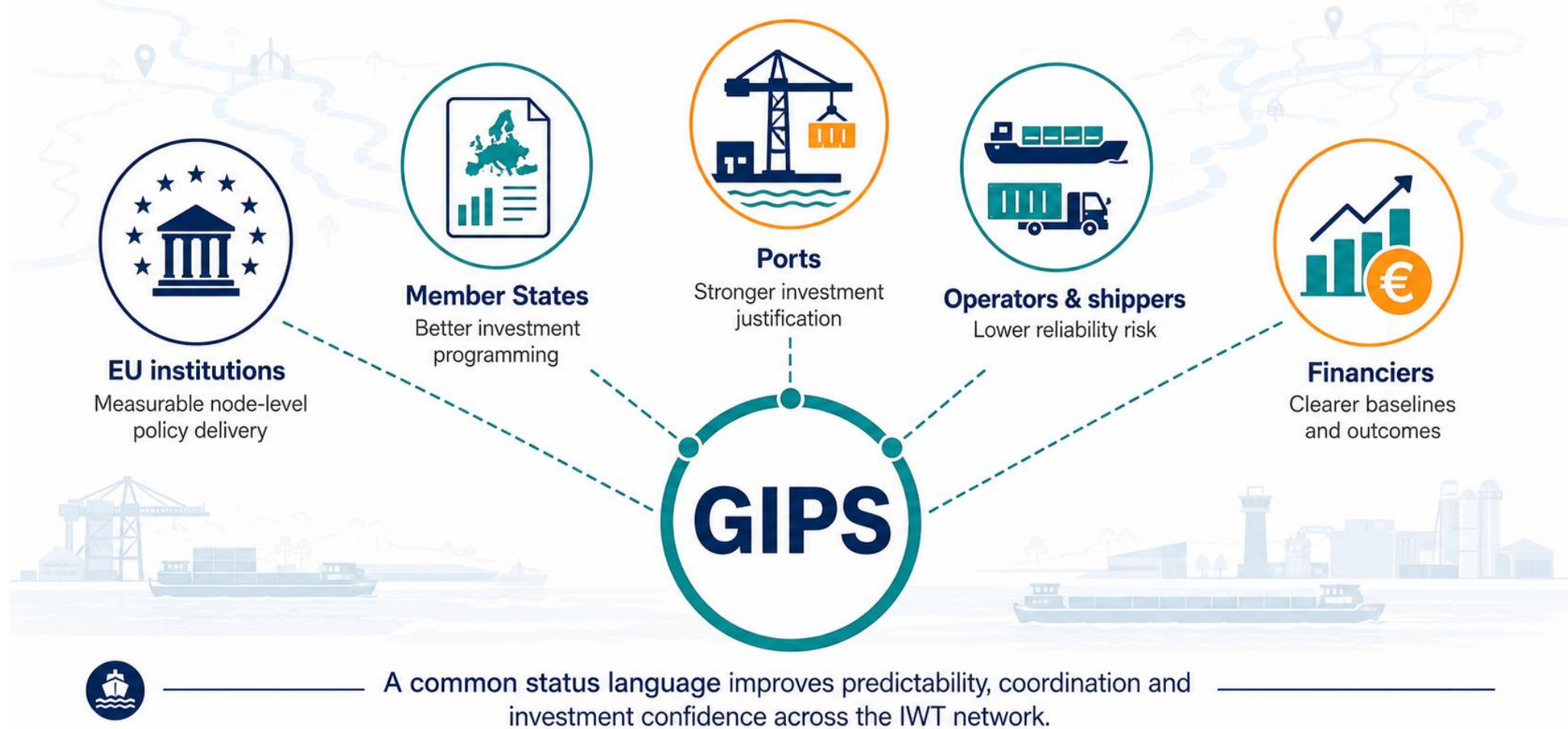
- notice time before closures
- incident-to-user notification time
- timely disruption updates



Reliability is the objective. These indicators can help measure variability, visibility and response at the node level.

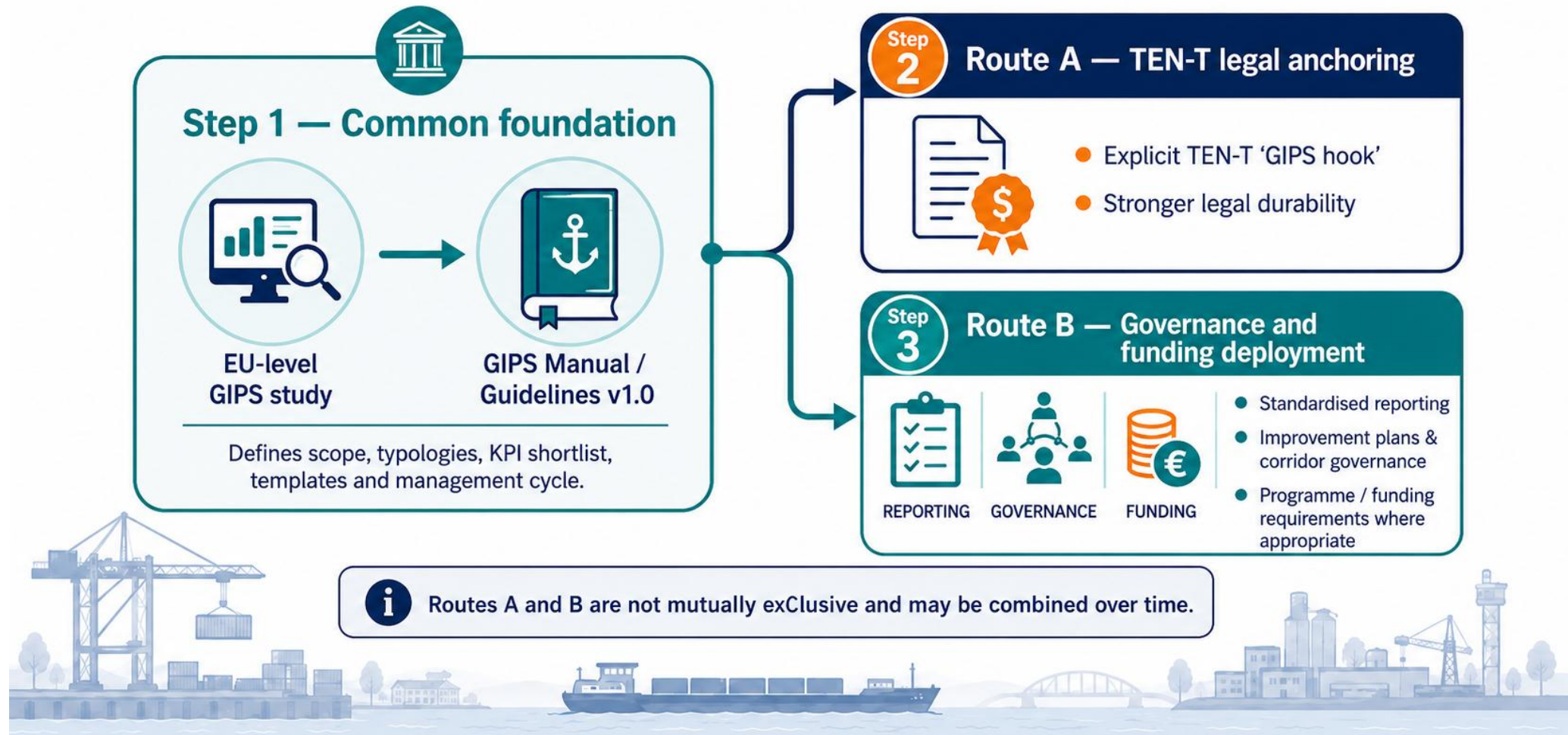


Who benefits from GIPS?



GIPS implementation is sequenced

Build the common reference first, then choose one or both deployment routes.



GIPS must be proportionate by design

Every potential **concern** has a built-in design response.

Potential concern	Design response
"One-size-fits-all"	Port typologies: different thresholds for different port categories
"Another reporting burden"	Minimal KPI set: reuse existing data and add only information that matters
"Unfair blame"	Observed status separated from responsibility: port-controlled / shared / external
"Reputational risk"	No league tables: status and improvement, not rank-and-shame
"Legal constraints"	Comply-or-explain: transparency without an immediate new mandate

GIPS is designed to be **fair, minimal, and proportionate** from day one.

GIPS stakeholder survey – key findings

Updated Mentimeter results | n = 51 participants



#1 reliability uncertainty: terminal readiness

equipment, labour, storage, opening hours



Top planning need: berth / handling-slot availability

followed by expected waiting time and terminal readiness



Framework preference: layered approach adapted to port type

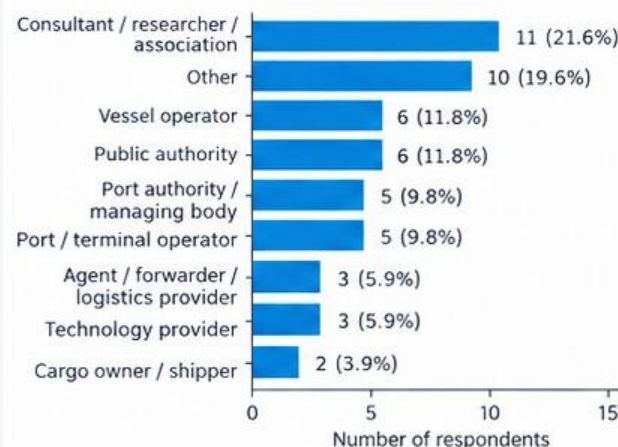
46.9% of responses | 0 support for TEN-T / AFIR only



Strong support for a common European framework

especially if practical, light and useful

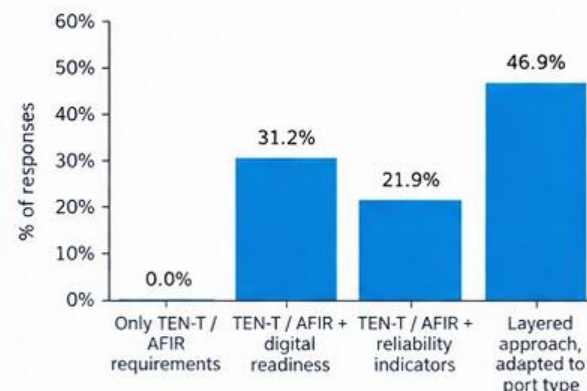
Stakeholder mix (n = 51)



Top port-related uncertainties when the waterway is navigable

- 1 Terminal readiness
equipment, labour, storage, opening hours
- 2 Berth or handling-slot availability
- 3 Rail/road interface status
- 4 Administrative / document delays
- 5 Late information on disruptions

What should a future GIPS framework include? (n = 32)



Most useful follow-up when a gap/bottleneck is identified



8 key messages

- 1 A 'good inland port' means minimum waiting, efficient and flexible operations, reliable planning and resilience.
- 2 The main reliability uncertainty is terminal readiness; berth / handling-slot availability comes next.
- 3 Rail/road interface status and administrative / document delays remain relevant operational uncertainties.
- 4 The most wanted planning information is berth / handling-slot availability, then expected waiting time and terminal readiness.
- 5 Inland-port readiness and reliability are still hard to compare: fragmented information and personal contacts remain major issues.
- 6 For a future GIPS framework, the preferred option is a layered approach adapted to port type; TEN-T / AFIR only received no support.
- 7 If a gap or bottleneck is identified, respondents want action: short improvement plans, monitoring and clarified responsibility.
- 8 Support for a common European framework is strong overall — especially if it stays practical, light and useful for reliability and investment planning.

Call to action: Launch a GIPS study.

Following the GNS precedent: a study to define the manual, KPIs and pilot implementation.

- The EU Ports Strategy confirms the need for coordination, predictability, digitalisation, resilience and investment support.
- GIPS would make inland port node status visible and turn gaps into responsibility, action and monitoring.
- GNS strengthens the links. GIPS would strengthen the nodes.

Let us complete the network!



Networking Lunch

