



**SOUTH EAST
EUROPE**

Transnational Cooperation Programme



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DAHAR

DAHAR project

**Danube Inland Harbour
Development**



Jointly for our common future

The DaHar project, which was launched almost three years ago, is nearing its completion. The concept, set afloat in April 2011 within the framework of EU's South East Europe Program, proposed the ambitious objective of assessing the status of small and medium sized ports of the Danube while exploring and coordinating their development opportunities. The partnership consists of the representative institutions of nine ports located in seven countries, universities and professional organizations related to navigation and regional development. Their cooperation is aimed towards the creation of a standardized concept in order to strengthen the logistics relationships and multimodal functions of ports.

The project advanced according to the following five thematic pillars:

- The development/construction of logistical infrastructure of ports
- Expansion of road and rail transport linkages
- The integration of ports of small and medium sized cities into the Danube container and RoRo services
- RIS related to cargo transport management
- Navigability & environmental protection

As a result of the assessments and analyses performed over the last years the Master Plans of each thematic pillar have been successfully completed. These reports explore the problems revealed during the evaluations and propose solutions to rectify them. They include port-specific development concepts, which in case of their implementation would enable the long-term utilization of the given area's economic potential. The compilation of such documents serves as the DaHar Strategic Plan, a blueprint containing the bases of development directions concerning the project's next segment.

Support forums

Since last May DaHar partners held 14 support forums in six countries in order to provide opportunities - within the framework of the project's most important milestones - for experts, the politicians of the regions responsible for the ports, the economic players and all interested laymen to meet and swap impressions.

Guests of the conferences came from all circles of life: besides city leaders and the most important members of the local political scene the participants were comprised of businessmen, the representatives of professional associations, and navigation and other logistics specialists. Furthermore, central authorities and ministries of certain states and researchers of universities operating in the given region have also decided to attend the event. Since we are talking about public forums, representatives of the media and interested citizens visited these forums in great numbers as well.

The schedule consisted of a general introduction of the DaHar project and discussions about port-specific results focusing on the host venue in the form of the State-of-the-Art studies and the Master Plans. Regarding actual local development ideas lively debates have sprung up between the representatives of various professions and institutions in more than one occasion.

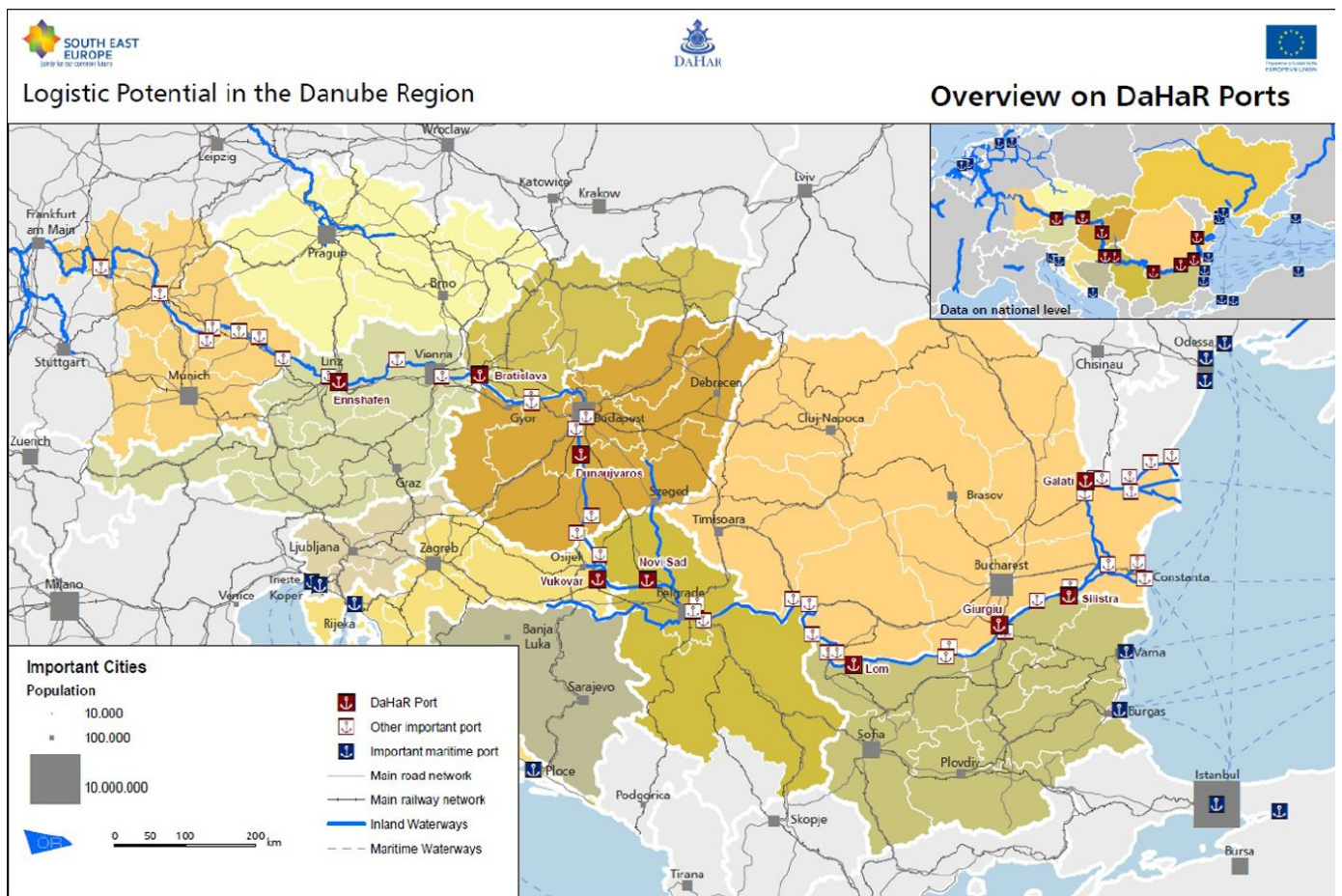
Support forums have produced important feedback about the project, and contributed to the raising of awareness and popularity about it. They helped to make local action plans more efficient, and the communication with experts coming from a wide scale of areas provided substantial assistance when adapting to European development concepts. However, maybe the most significant achievement of the event series was the strengthening of the indispensable cooperation between the parties.

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Map of logistics potential

A detailed and informative GIS (geographic information system) database has been established in order to analyse the industry and agriculture of regions connected to the Danube regarding logistics opportunities. The performances and shares of economic sectors with special focus on industries producing heavy goods, suitable for water cargo - located near the navigable lines of the Danube and its subsidiaries over 11 countries are available for evaluation. Besides the seven member countries of the DaHar project, the assessment includes the German state of Bavaria, Bosnia- Herzegovina, the Czech Republic and Slovenia as well. The maps display the data broken down to regions, and even at first glance, without the in-depth analysis of economical details, they provide an impressive image about the logistics opportunities of the featured regions.

The eight maps are targeting eight different industries: cereal production, mining, oil industry, steel, paper and chemical industry, mechanical engineering and forestry. Examining the regional distribution and production potential of these sectors one can come to conclusions such as several navigable rivers (Danube, Tisza, Sava) are meeting in the regions with the largest agricultural capacity in Hungary (Transdanubia) and Serbia (Vojvodina). Several important ports are located in these regions (Dunaújváros, Vukovar, Novi Sad), and with proper organization agriculture could generate serious traffic for them.



A similar observation could be made while inspecting the map about mining. This industry is the most prominent in the western and south-western development regions of Romania and in areas of Serbia located south of the Danube. Thanks to the ports of Novi Sad and Lom, the river is, again, accessible for transporting exploited raw materials. A long list could be made about further examples, e.g. a substantial machine engineering potential is concentrated in Upper-Austria, near Enns-shafen, while the chemical industry favours eastern areas, on both sides of the borders of Austria, Hungary and Slovakia, all in the vicinity of the port of Bratislava.

The map is completed with a report on the strengths and partly untapped, for the time being opportunities of DaHar ports. These reports are intended to display the expansion potential of the given regions and to seek and explore the potential connection points with the relevant industries of the area.



Building contacts in Brussels

The European Federation of Inland Ports (EFIP) is the host of the event to be held in December which will be attended by the representatives of the European Parliament and the relevant directories, with navigation and logistics experts coming from several different countries. The purpose of the introductory event is to present the conclusions, which were conceived based on the achieved results and performed work, to the decision makers of the European Union.

The question of how the continent's thousands of kilometres long navigable water lines could contribute efficiently to the permanent and sustainable development of certain regions is of paramount importance for the EU and the member countries as well. DaHar's delegation prepares to submit a document comprising of actual policy recommendations to EU leaders. This report includes proposals which could already mean short or medium-term assistance to the more efficient utilization of logistics potential lying within partner ports.

Among the most important tasks on the agenda are points needing the creation of new legislations and new investments. The first group features, for example, the introduction of an EU-standard regulation which is valid for the whole of the river, or the securing of smooth cross-border flow of information through RIS (River Information Services), which would heavily assist navigation. Issues which are in need of investments of a serious level, but nevertheless necessary, are the securing of an at least 2.5 meters guaranteed draft during the whole year across the whole navigable segment, and the establishment of an effective road and rail linkage between the ports and at least one Trans-European Transport Network (TEN-T) in order to achieve the proper level of logistics channel capacity.

“DaHar II” the future under progress

The most important task of DaHar II would be the realization of as much strategic development directions as possible, which were determined by the detailed analyses performed under the current phase of the DaHar project. A widespread agreement among the partners accompanied the plans regarding the future: every one of them voted for the continuation of the efforts, and most of them have already conceived their development ideas with further alternatives.

The quality of integration into the European Union's development programs is crucial. One serious benefit the project has is that the Trans-European Transport Network's VII. corridor is essentially the Danube's water line from Austria to Romania. In connection with this subject the Union have expressed their views also, stating that the ports must enjoy special attention, and for this reason, besides the detailed national development plans the concerned countries have to create a coordinated and harmonized mutual concept.

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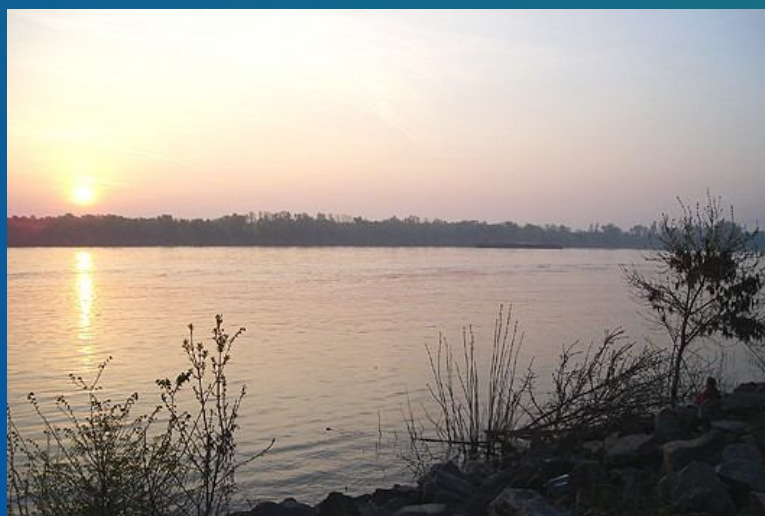
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The DaHar project is a division of the South East Europe Program.



DAHAR TEAM



Sunrise on the banks of the Danube