



# Interreg



EUROPEAN UNION

## Danube Transnational Programme DIONYSUS

**Integrating Danube Region into Smart & Sustainable Multi-modal  
& Intermodal Transport Chains**

### Yearly Activity Report 2020

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## 2 Abbreviations

Abbreviation	Explanation
<b>AF</b>	Application Form
<b>DAPhNE</b>	Danube Ports Network project (2017-2019)
<b>DC</b>	Danube Commission
<b>DTLF</b>	Digital Transport & Logistics Forum
<b>DPN</b>	Danube Ports Network
<b>DG MOVE</b>	Directorate-General for Mobility and Transport
<b>EC</b>	European Commission
<b>EUSDR</b>	EU Strategy for the Danube Region
<b>EHHO</b>	Ennshafen Port
<b>HFIP</b>	Hungarian Federation of Danube Ports
<b>IWT</b>	Inland Waterway Transport
<b>MPAC</b>	Maritime Ports Administration Constanta
<b>PA</b>	Priority Area
<b>PAV</b>	Port Authority Vukovar
<b>PDM</b>	Pro Danube Management GmbH

### 3 Introduction

The aim of this Yearly Activity Report 2020 is to provide a comprehensive overview on the capitalisation activities carried out during the first six months of DIONYSUS in line with the Capitalisation Strategy (DIONYSUS project started in July 2020). The key instrument for the implementation of the Capitalisation Strategy is the Danube Ports Network (DPN), a platform launched in the framework of the [DAPhNE](#) project to facilitate cooperation between Danube inland and maritime ports. Within DIONYSUS, capitalisation is understood way more than a mere dissemination of project activities, events and milestones. And this is where the DPN decisively steps in, facilitating project capitalisation and knowledge-transfer activities, acting at the same time as an information provider and an instrument to promote Danube port's needs at the EU level in ongoing port policy related discussions.

Following the guidelines of the Project Capitalisation Strategy, this year's report consists of a comprehensive overview of all the activities carried out under the umbrella of the DPN. High on the agenda of this year's activities was the first edition of the Danube Ports Day. Even though a physical meeting was due to the strict COVID-19 restrictions not possible, the Danube Ports Day 2020 managed to successfully bring together over 60 experts from both the public and private sectors to discuss on issues related to port development topics. This year's event was preceded by the DPN Coordination Meeting where key aspects of DPN's capitalisation and knowledge-transfer activities were discussed. Other important milestones reached so far refer to the strategic coordination meetings organised between DPN and with representatives of EUSDR PA1a & PA1b as well as with representatives of the RIS COMEX and DIWA Projects. Moreover, work on the update of the DPN website with key functionalities that support its role as knowledge creator and facilitator has already started. Last, but not least, with the active involvement of the DPN, the first edition of the DIONYSUS newsletter was successfully released and disseminated across the sector.

## 4 DPN – knowledge facilitator & information provider

The Danube Ports Network (DPN) was launched in the framework of the DAPhNE project to reduce the development and innovation gaps between the ports situated on the Rhine-Danube Corridor, aiming towards cooperation strengthening between inland and maritime ports in the Danube Region. By bringing together public and private sea & inland ports as well as terminal operators from the Danube Region, DPN facilitates knowledge-transfer and acts as an efficient instrument to provide first-hand information on relevant port development related initiatives at both EU and national levels. Being at the heart of capitalisation activities, the DPN emphasizes the importance of sharing knowledge and networking to strengthen the role of Danube ports in the multimodal transport system.

As foreseen by the Capitalisation Strategy, the DPN started to function already in the early stages of DIONYSUS as a key facilitator of synergies across the thematic work packages of the project.

### 4.1 DPN in Period 1 (July 2020-December 2020). Overview

The aim of this first Yearly Activity is to provide, as foreseen in the AF, an overview on the capitalization activities carried out in the early stages of DIONYSUS, covering the first period of the project (07/2020-12/2020). In line with the proposed Capitalisation Strategy, the following figure provides an overview on what was achieved in first 6 months of the project and which milestones have been reached so far:

Nr	Workpackage / Activities	responsible	contributor	2020						
				7	8	9	10	11	12	
O.T 3.6	Danube Ports Days 2020, 2021, 2022	PDM	EHO0, PAV, MPAC							
O.T 3.7	Project Capitalisation Strategy and Evaluation Report	PDM	HFIP, EHO0, PGA, Vpas, PAV, USPA, PoVIE, DANLOG/GIFP, MPAC, POB							
D.T3.3.1	Annual Work Plans and Yearly Activity Reports 2020, 2021, 2022	PDM	feedback by all PPs involved in AT3.3;							
	Work Plan and Yearly Activity Report 2020									
	Work Plan and Yearly Activity Report 2021									
	Work Plan and Yearly Activity Report 2022									
D.T3.3.2	Coordination Meetings	PDM supported by MPAC, BRCCI, EHO0, PGA	PDR, WPLs, PPs ports contributing to AT 3.3; all PPs in the project may attend							
	Coordination Meeting 2020	PDM & MPAC								
	Coordination Meeting 2021	PDM & BRCCI								
	Coordination Meeting 2022 (2x)	PDM & EHO0; PDM & PGA								
D.T3.3.3	Report on EU and Transnational partnerships and coordination activities	PDM	validation by all PPs involved in AT3.3							
	Coordination meeting EUSDR PACs (PA1A, PA1B)									
	RIS Comex Project Coordinator									
	Meeting DG Move, DG Regio									
	Meeting EFIP									
D.T3.3.4	Report knowledge-transfer events, tools and publications	PDM	Vpas, MPAC, PP AT3.3							
	Port Knowledge Center									
	Publications (DPN Handbook incl. port statistics)									
	Capitalisation Factsheets									
	Newsletters									
D.T3.3.5	Strategic roadmap for follow-up activities	PDM	PDR, all WPLs, HFIP, EHO0, PGA, Vpas, PAV, USPA, POV, MPAC, UTM, DANLOG							
D.T3.3.6	COVID-19 Impact on Danube Ports	PDM	PDR, IC, Vpas, HFIP, PAV, PGA, POB, UTM, USPA & their related ASPs							
	Comparison 2021-2020									
	Comparison 2022-2021									

Figure 1: Timeline Period 1

As can be seen, the first six months of the project proved to be, under the umbrella of the DPN, quite fruitful.

## 4.2 Danube Ports Day 2020

Continuing the well-established tradition in the framework of the DAPhNE project, the Danube Ports Days (T3.6) – organised on a yearly basis in 2020, 2021 and 2022, provides a transnational platform to discuss, by bringing together experts, policymakers and the IWT sector, policy and other related key aspects linked to port development issues.

The first edition was successfully organised on 17 November 2020 by Pro Danube and Ennshafen Port. The 2020 event brought together over 60 experts from the Danube Region and beyond. It facilitated a structured discussion on port development opportunities touching on topics such as (a) shore side electricity and (b) integrated logistics. Shore-side electricity, which allows ships to turn off their engines and plug into an electrical grid while at berth, has been steadily growing in popularity as a reliable solution to cutting emissions as well as reducing noise and vibration. First-hand information was provided based on the results of several EU & national funded projects, whereas, at the same time, two fleet operators presented from a user’s perspective related prerequisites. In relation to the second topic, two port operators from Romania and Moldova introduced their logistics solutions to efficiently accommodate intermodal transport to and from their ports, whereas one logistics service provider from Hungary offered examples of fully integrated logistics solutions making use of the waterways.

The other two Danube Ports Day events – in 2021 and 2022 – are envisaged to be organised in Periods 3 and 5, jointly coordinated by PAV, MPAC and PDM. The figure below illustrates the planning of these events and their expected outcome:

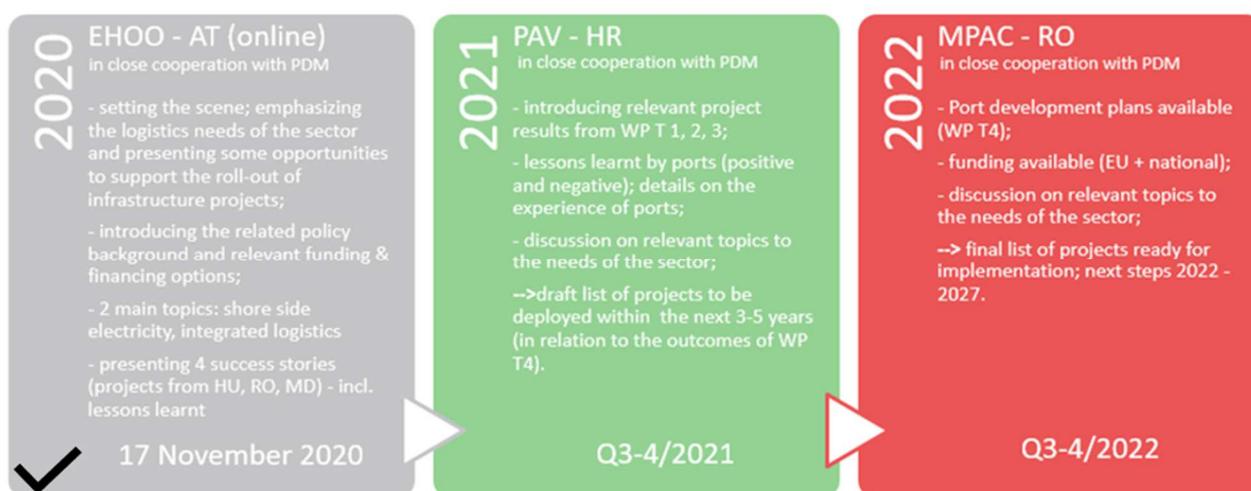


Figure 2: Danube Ports Days

### 4.3 DPN Coordination Meeting

The first coordination meeting, hosted by MPAC and organised by PDM, provided a first overview on the planned activities in the framework of the DPN and other related communication and dissemination activities as foreseen in DIONYSUS.

### 4.4 First Workshop on Container Liner Services

Organised on 10 December online by MPAC, the core objective of the first edition of the workshop was to bring together experts to discuss about the revival and further development of Container Liner Services on the Danube River. Attended by representatives of the EC, the DC, national authorities and stakeholders operating on the Danube, the event provided the interested audience both with first-hand information on the advantages of container liner shipping as well as on the challenges that hamper its development.

### 4.5 Report on EU and Transnational Partnerships & Coordination Activities. Current status

The DPN plays a vital role in the elaboration process of the **Report on EU and Transnational Partnerships & Coordination Activities**. Capitalisation is understood way more than a mere dissemination of project results and outcomes. As such, this document will report on any kind of transnational partnerships and coordination activities that are relevant for port development. The DPN will be the instrument to establish efficient partnerships and cooperation that are of utmost importance for port development in the Danube Region. The final version of this deliverable is due in Period 5, whereas inputs in terms of strategic coordination meetings are envisaged, according to the timeline proposed in the framework of DIONYSUS, to take place starting within the first six months of the project's lifecycle (Period 1). Therefore, first meetings – both with EUSDR PA1a & Pa1b as well as with representatives of the RIS COMEX and the DIWA Projects were already held in November 2020.

### 4.6 Project newsletter & Capitalisation Factsheet

The first edition of the DIONYSUS newsletter, reporting on the first six months of the project, was published in December. DPN actively contributed to the elaboration of the DIONYSUS newsletter in order to provide a comprehensive overview on the results achieved in the early stages of the project and the status of the milestones that lie ahead). A capitalisation factsheet, summarizing the content of this report, was also published in December. Other 2 factsheets are foreseen to be published in 2021 and 2022.

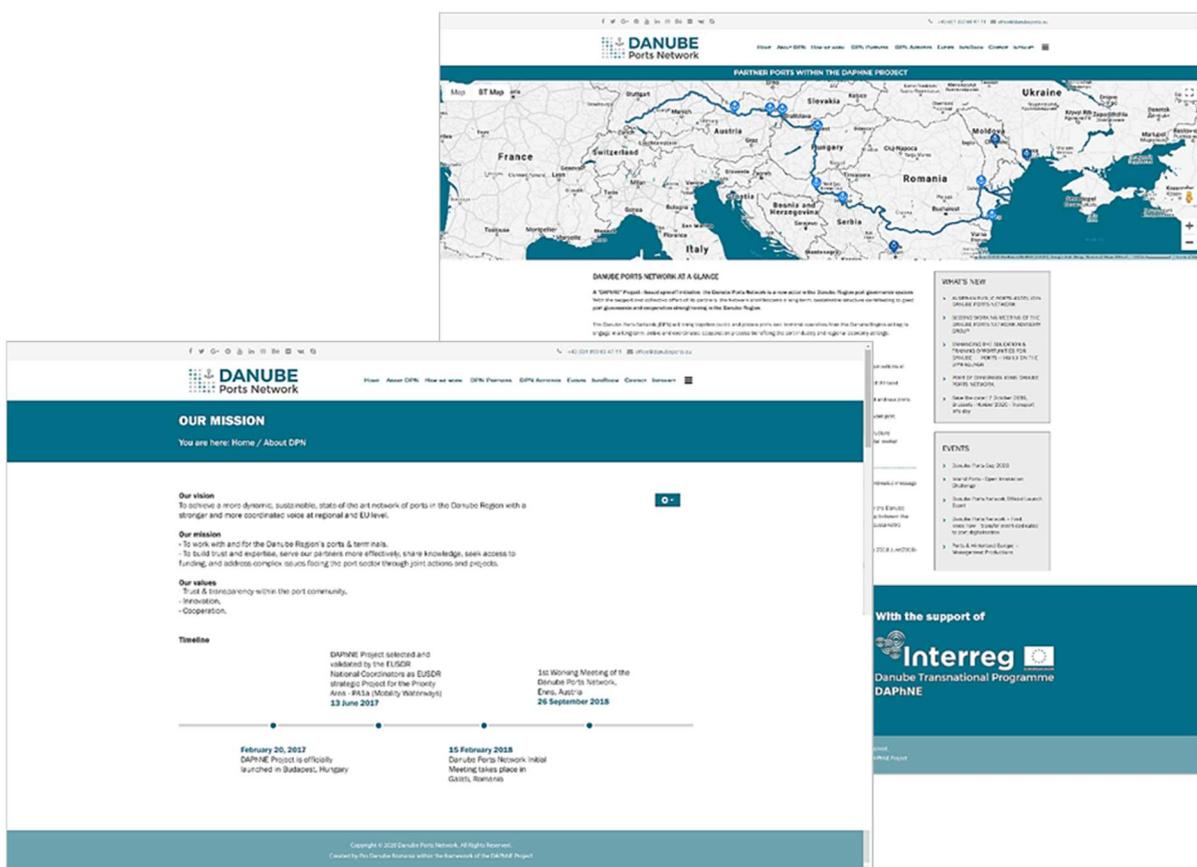
### 4.7 Extending the functionalities of the DPN website

The DPN website ([www.danubeports.eu](http://www.danubeports.eu)) represents the main source of information concerning the activities rolled-out as part of DIONYSUS capitalisation strategy with the support of the Danube Ports Network (DPN).

Prepared and launched in the framework of the DAPhNE project in 2018, the website has several dedicated sections which shall provide its visitors first-hand information on the DPN activities, relevant conferences and events, DPN partners, publications, etc.

In the framework of DIONYSUS, the DPN website receives new functionalities, namely, the (i) **Port Knowledge Center** and the (ii) **Digital Initiatives Observatory**.

With the successful closure of the tendering procedure, work on the update of the DPN website and the creation of new e-tools has started. It is expected that the updated DPN website will be fully operational in Q1/2021.



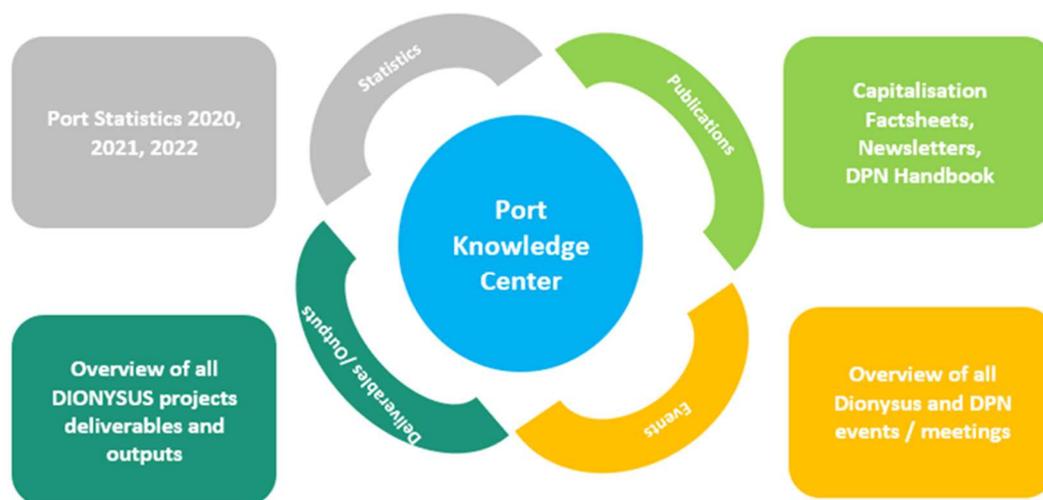
**Figure 3: Screenshots from the DPN website**

### 4.7.1 Port Knowledge Center

Work on the update of the DPN website has started in Q4/2020 in order to accommodate a dedicated section entitled “Port Knowledge Center” which will comprise 4 subsections, namely:

- Port Statistics
- Publications
- Events & Coordination Meetings
- Deliverables and Outputs

The figure below illustrates the main functionalities of the Port Knowledge Center:



**Figure 4: Port Knowledge Center**

#### 4.7.2 Digital Initiatives Observatory

The Digital Initiatives Observatory consists of digitalisation initiatives along the logistics chains in line with RIS deployments, EU digitalisation policy goals, legislation and measures in relation to IWT.

The Observatory will consist of an interactive webpage which will be hosted on the DPN website and will be periodically updated (at least once a year). As such, the information published will support Deliverable T2.4.2 Yearly activity reports 2020, 2021, 2022.

The webpage is in such a way designed that it enables the visitor a fast and easy access to the most relevant information. By means of dedicated filters, the visitor will select the information which interest him/her the most, choosing between:

- country
- transnational projects,
- policy initiatives,
- dedicated working groups,
- funding opportunities.

#### 4.8 Contribution to European initiatives

Since the start of DIONYSUS, the DPN, in its role as information provider and knowledge creation facilitator, was actively involved in numerous action programs, meetings and workshops that play a vital role in shaping IWT's future in the upcoming MFF 2021-2027. The following list provides a brief overview:

- *Inland waterway transport agenda for Europe 2021-2027*

The agenda plays a vital role in fulfilling the ambitious climate goals set by the European Green Deal, both in terms of modal shift and green transport. It supports an efficient policy framework that facilitates the overall development of IWT considering the upcoming MFF 2021-2027. Pro Danube was actively involved in the preparation process of the agenda. Its proposals feed into the preparation of NAIADES 3.

- *NAIADES 3 Action Programme preparation*

After consulting the sector and with the support of the DPN, Pro Danube provided substantial input to the preparation works of the NAIADES 3 Action Programme.

- *Sustainable and Smart Mobility Strategy*

The DPN furthermore supported Pro Danube in providing input to the *Sustainable and Smart Mobility Strategy*. Recognizing the importance of IWT and inland ports to decarbonise the transport system, the strategy is a huge step forward in further strengthening the vital role of IWT to efficiently and enduringly decarbonise the transport system in line with the ambitious goals set by the European Green Deal. The strategy furthermore emphasizes the central role of inland ports as multimodal hubs that bring together low-emission modes of transport.

- *CEF 2 & Horizon Europe Programme preparation*

Two key transport projects - *FAIRway works! in the Rhine-Danube Corridor* and *Preparing FAIRway 2 works in the Rhine-Danube Corridor* - were among the selected ones to be financed via the Connecting Europe Facility. For both, Pro Danube and several of its members provided a letter of support and will follow the proceedings of the actions. Input and feedback will be provided during the entire implementation process of the projects.

- *Digitalisation initiatives*

- The objective of the DTLF Subgroup 1 Workshop was to brainstorm with the expert participants and identify the most relevant diversification driver for the design of the end-to-end business process flows for the implementation of the eFTI Regulation. The overarching goal of the Regulation is to increase the efficiency of the public and private sectors by digitising the exchange of information of transport operations. The data exchanged and how it is exchanged is also expected to be harmonised.
- Pro Danube participated at the online *Digital Transport Days* organised on 18 November. Of interest for the IWT sector was the recently adopted Regulation on electronic freight transport information. The aim of the Regulation is to encourage the digitalisation of freight transport and logistics in order to reduce administrative costs, improve enforcement capabilities of competent authorities and to enhance the efficiency and sustainability of transport.

- *Eleventh Meeting on the Follow-up of the Joint Statement on Guiding Principles on the Development of Inland Navigation and Environmental Protection in the Danube River Basin*

Jointly organised by the International Sava River Basin Commission (ISRBC), the Danube Commission (DC) and the International Protection for the Protection of the Danube River (ICPDR), the event, organised online due to the COVID-19 outbreak, brought together representatives of international organisations, national and local authorities as well as the international representatives of the IWT industry to discuss and to present the current status of relevant European policy initiatives for the Danube Region and the ongoing waterway infrastructure projects that have a huge impact on the navigability of certain sections of the Danube and its navigable tributaries.

Pro Danube welcomed the measures already taken by waterway management organisations and encouraged them to further coordinate their works reflecting the corridor approach and to continue to actively involve the stakeholders of IWT in their endeavour to improve fairway conditions.

Regarding fairway closures due to major infrastructure works, Pro Danube stressed the urgent need to adjust them with the needs and requirements of the sector, encouraging dialogue and consultation with the affected stakeholders operating on the Danube.

- *Motorways of the Sea in the Black Sea and the effective integration in the Rhine-Danube & Orient-East Med Core Network Corridors*

Organised in October by DG MOVE, the workshop "Motorways of the Sea in the Black Sea and the effective integration in the Orient-East Med & Rhine-Danube core network corridors" brought together representatives of the European Commission and of the industry to share ideas and brainstorm on how to improve the situation of the Rhine-Danube Corridor ports in terms of their role as cornerstones in promoting regional development.

Danube ports must be encouraged to speed up their development into green economic hubs in order to be effectively and enduringly integrated into the multimodal transnational transport and logistics system. Ports must be considered as an indispensable part of the complete logistics chains, both from the seaports and the hinterland perspectives. Moreover, international cooperation is of utmost importance in further strengthening the position of ports as logistics hubs for regional development. In this sense, efficient cooperation at the regional/national level - as IGÖD (Austrian Ports) and HFIP (Hungary) - has already been established. From the transnational point of view, the Danube Ports Network (DPN) established in the framework of the DAPhNE project, will play a vital role in collecting and transferring knowledge on port strategy, infrastructure development and port digitalisation. The successful cooperation between these entities resulted in the award of DIONYSUS, a recently launched DTP funded project that builds on the results achieved in the framework of DAPhNE.

- *12<sup>th</sup> Working Group Meeting of the Rhine-Danube Corridor on Ports and Inland Waterways*

Attended by key representatives of the European Commission, relevant national public authorities and representatives of the sector, the discussions proved extremely fruitful, highlighting the need for further major projects in the upcoming MFF to adequately finance the development of IWT related infrastructure.

- *Coordination Meeting with PA1a & Pa1b*

The aim of the coordination meetings was to discuss the core objectives and expected results of the DIONYSUS project as well as the key role of the DPN in providing concise information on port development aspects and its role as a key facilitator for knowledge transfer & creation.

- *Coordination Meeting with the RIS COMEX Project Coordinator*

In line with the thematic area of the DIONYSUS project covering aspects of digitalisation, the core objective of this meeting was to discuss both about the role of the DPN as a knowledge creator and facilitator as well as on the overall results expected from the DIONYSUS project in terms of port digitalisation.

- *Fairway Danube Advisory Committee*

Supported by the DPN, Pro Danube provided on the *Fairway Danube Advisory Committee* a comprehensive analysis on the effects of the COVID-19 pandemic on IWT.

After the consultation of the sector, it became clear that both passenger and cargo transportation were highly affected, with cargo not having time to fully recover after the drought of 2018. Limiting the devastating impact on the industry therefore must be high on the agenda of decision-makers at

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both national and local levels. Uncertainty must be proactively reduced by providing uniform regulations for the exchange of crew members. Equally important in reducing the damage caused by the pandemic is proper fairway maintenance. The FAIRway project plays in this regard a vital role, producing noticeable results that were more than welcomed by both public and private entities.