



# Interreg



EUROPEAN UNION

## Danube Transnational Programme DIONYSUS

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

### O.T3.7 Project Capitalisation Strategy & Evaluation Report

Version 1.0

Date: 28.11.2022

FINAL

DIONYSUS\_O.T3.7 Project  
Capitalisation Strategy & Evaluation  
Report\_FINAL

## Document History

Version	Date	Authorised
0.1	03.12.2020	PDM
0.2	14.12.2020	PDM
0.3	14.10.2022	PDM
0.4	11.11.2022	PDM
1.0	28.11.2022	PDM

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## 2 Abbreviations

Abbreviation	Explanation
<b>AF</b>	Application Form
<b>D</b>	Deliverable
<b>DAPhNE</b>	Danube Ports Network Project (2017-2019)
<b>DINA</b>	Digital Inland Waterway Area
<b>DTLF</b>	Digital Transport & Logistics Forum
<b>DPN</b>	Danube Ports Network
<b>DG MOVE</b>	Directorate-General for Mobility and Transport
<b>DG REGIO</b>	Directorate-General for Regional and Urban Policy
<b>DR</b>	Danube Region
<b>EC</b>	European Commission
<b>EFIP</b>	European Federation of Inland Ports
<b>eFTI</b>	Electronic freight transport information
<b>EHOO</b>	Ennshafen Port
<b>EUSDR</b>	EU Strategy for the Danube Region
<b>FTTE</b>	University of Belgrade – Faculty of Transport and Traffic Engineering
<b>HFIP</b>	Hungarian Federation of Danube Ports
<b>IWT</b>	Inland Waterway Transport
<b>MPAC</b>	Maritime Ports Administration SA Constanta
<b>NAIADES3</b>	Sets out the programme for policy action in the field of inland waterway transport for the period 2021-2027.
<b>ONMU</b>	Odessa National Maritime University
<b>PA</b>	Priority Area

Abbreviation	Explanation
<b>PAV</b>	Port Authority Vukovar
<b>PDM</b>	Pro Danube Management GmbH
<b>RP 1</b>	DIONYSUS project reporting period 1 (July-December 2020)
<b>RP 2</b>	DIONYSUS project reporting period 2 (January-June 2021)
<b>RP 3</b>	DIONYSUS project reporting period 3 (July-December 2021)
<b>RP 4</b>	DIONYSUS project reporting period 4 (January-June 2022)
<b>RP 5</b>	DIONYSUS project reporting period 5 (July-December 2022)
<b>T1</b>	DIONYSUS workpackage T1 Transport Corridors & IWT Markets
<b>T2</b>	DIONYSUS workpackage T2 Danube Inland & Sea Ports Analysis & Recommendations
<b>T3</b>	DIONYSUS workpackage T3 Integrated Port Development
<b>T4</b>	DIONYSUS workpackage T4 Pilot Cases
<b>WP</b>	Workpackage



### 3 Introduction

**This output was elaborated in a two-stage process:** while its first part – the Project Capitalisation Strategy - was adopted by the DIONYSUS Consortium in RP 1, its second part – the Evaluation Report – was drafted in RP 5, aiming to evaluate the implementation process of the Capitalisation Strategy by highlighting the activities carried out with the support of the DPN as well as the further applicability of the knowledge created within the project’s thematic WPs. This document is therefore divided into two parts: the Project Capitalisation Strategy and the Evaluation Report.

The **Project Capitalisation Strategy** shall be implemented with the support of the Danube Ports Network (DPN), a platform aiming to enable cooperation between Danube inland and maritime ports addressing complex issues facing the port sector. The project DAPhNE ([www.interreg-danube.eu/daphne](http://www.interreg-danube.eu/daphne)) has provided the adequate support for the first year of the pilot operation of the network covering 1<sup>st</sup> of July 2018 to 30<sup>th</sup> of June 2019.

Following the five periods of implementation of the DIONYSUS project, this document outlines the capitalisation activities closely linked to the progress of the project partners. Synergies arise between all foreseen activities; therefore, the capitalisation process shall be a smooth one.

The capitalisation strategy consists of two dedicated parts, namely an internal chapter and a chapter focused on external activities. The internal part represents a matrix which combines efficiently all activities from all four-content related DIONYSUS workpackages (T1 Transport Corridors & IWT Markets, T2 Danube Inland & Sea Ports Analysis & Recommendations, T3 Integrated Port Development, T4 Pilot Cases). The external affairs focused part displays the interactions with the external stakeholders as well with several relevant entities such as the EUSDR PA 1A, NAIADES3 working group, etc.

The foreseen events touching on topics like container liner services, transport corridor connections, port pricing systems, river cruise industry, etc. will bring in valuable inputs from industry representatives which shall contribute to the shaping of project outputs.

A special attention is given to the Danube Ports Days annual events (2020, 2021, 2022) which shall continue the good practice started by the DAPhNE project bringing together port experts from the Danube Region and beyond to discuss and debate port development related topics such as digitalisation, integrated logistics solutions, energy efficiency, alternative fuels, etc.

Likewise important is the Policy Enquete planned towards the end of the project (2022) which shall be organised in Brussels together with experts from DG MOVE, DG REGIO and DG AGRI. This will be a high visibility event meant to debate on the integration of rural, regional and transport development policies for the assessment of the IWT potential and port infrastructure and superstructure needs in the Danube Region.

Two specially designed know-how promotion e-tools – Port Knowledge Center and the Digital Initiatives Observatory – made available via the DPN website ([www.danubeports.eu](http://www.danubeports.eu)) - will share in an interactive way valuable information gathered by the DIONYSUS consortium.

**The Evaluation Report**, the second part of this output, evaluates the implementation process of the Project Capitalisation Strategy, highlighting the crucial role played by the DPN in facilitating knowledge-transfer & creation for the benefit of the Danube ports community.

## 4 Project Capitalisation Strategy

### 4.1 Timeline and overview of tasks

In order to support the capitalisation activities of DIONYSUS, the following timeline with a detailed overview on tasks and responsibilities, has been created. The timeline proposes a step-by step approach to efficiently capitalise the results of the project, going beyond the simple dissemination of its achievements and milestones. Raising awareness among stakeholders and policymakers as well as setting the ground for strategic partnerships and collaborations, while engaging in various project-external events and policy consultations (as for instance in the case of NAIADES3), are key milestones that this strategy proposes to achieve.

### 4.2 Period 1 (07/2020-12/2020)

The following figure provides a detailed overview on what is foreseen in Period 1, covering the first six months of the project:

Nr	Workpackage / Activities			2020					
		responsible	contributor	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

Period 1 already provides a busy schedule for a multitude of project activities which feed into the Capitalisation Strategy and are the first steps for its successful implementation. These activities are the following:

- Planning and organizing the first edition of the Danube Ports Day event,
- Preparation of the Annual Work Plan and Activity Report,
- Planning and organization of the DPN Coordination Meeting,
- Planning and organization of coordination meeting with EUSDR PA 1A & PA 1B,

- Planning and organization of a coordination meeting with the RIS COMEX project coordinator,
- Planning and development of the Port Knowledge Center,
- Preparation and publication of the Capitalisation Factsheet,
- Preparation and publication of the DPN newsletter,
- Collection of port traffic data for the COVID-19 impact assessment report.

The Coordination Meetings (D.T3.3.2) play a vital role in the implementation process of the strategic, technical and operational activities as outlined in the Capitalisation Strategy and in the Work Plans (D.T3.3.1). 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. During the lifetime of the project, 3 more coordination meetings are foreseen to be organised – in Period 3, under the shared responsibility of PDM and BRCCI and in Period 4 jointly organised by (1) EHOO and PDM as well as (2) by PGA and PDM.

Equally important for the overall Project Capitalisation Strategy is the Report on EU and Transnational Partnerships & Coordination Activities. As was already mentioned, 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 PA 1A & PA 1B as well as with representatives of the RIS COMEX Project were already held in November 2020.

Another important activity rolled out with the support of the DPN is the contribution to several action programs, meetings and workshops such as:

- Inland waterway transport agenda for Europe 2021-2027;
- NAIADES3 Action Programme preparation;
- Sustainable and Smart Mobility Strategy;
- CEF 2 & Horizon Europe Programme preparation;
- Digitalisation initiatives (eFTI, DINA, DTLF);
- Rhine-Danube Corridor Meetings;
- Ensure that ports comply with the TEN-T and the alternative fuels infrastructure requirements;
- Motorways of the Sea in the Black Sea and the effective integration in the Rhine-Danube & Orient-East Med Core Network Corridors.

### 4.3 Periods 2 & 3 (01/2021-12/2021)

The following figure provides a detailed overview on the timeline foreseen for Periods 2 & 3 covering the whole calendar year 2021:

Nr	Workpackage / Activities	responsible	contributor	2021													
				1	2	3	4	5	6	7	8	9	10	11	12		
O.T.3.6	Danube Ports Days 2020, 2021, 2022	PDM	EHO, PAV, MPAC														
O.T.3.7	Project Capitalisation Strategy and Evaluation Report	PDM	HFIP, EHO, 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, EHO, 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 & EHO; 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, EHO, 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																draft
	Comparison 2022-2021																

Figure 2: Timeline Periods 2 & 3

One of the main highlights of 2021 will be the second edition of the Danube Ports Days, organised by PAV in cooperation with PDM in Q3 or Q4/2021. The key topics of the second edition will focus on relevant project results achieved so far in the thematic work packages T1, T2 and T3. Based on the experience gained in the framework of the first edition, the second edition will further discuss relevant topics in terms of concrete needs and requirements of the IWT sector with a special focus on port development issues. Lessons learnt as well as success stories will be included on the agenda of the Danube Ports Day 2021 event.

The Work Plan 2021 and the Yearly Activity Report 2021 will be elaborated in line with the thematic development plan of the project (work plan), while at the same time focusing on the capitalisation activities carried out in the previous year (activity report).

Periods 2 and 3 furthermore foresee coordination meetings with EUSDR PA 1A and PA 1B as well as with the RIS COMEX Project Coordinator. On the European level, coordination meetings with relevant EC services – DG MOVE and DG REGIO – are envisaged to take place, while strengthening the cooperation with EFIP will also be high on the agenda. The results of these meetings will feed into the Report on EU and Transnational Partnerships & Coordination Activities (D.T3.3.3), which is due to be finalised in November 2022 (Period 5).

With DPN being regarded as a key instrument of knowledge-transfer & creation, several tools which will be hosted by the DPN website, will be elaborated, such as publications.

The Port Knowledge Center and the Digital Initiatives Observatory will be periodically updated with relevant information. Danube ports traffic statistics will be collected, which on the one hand will feed into D.T3.3.6 COVID impact on Danube Ports, as well as made available on the DPN website via the Port Knowledge Center.

#### 4.4 Periods 4 & 5 (01/2022-12/2022)

The following figure provides a detailed overview on the timeline foreseen for Periods 4 & 5 covering the whole calendar year 2022:



## 4.5 DPN: at the heart of project capitalisation & knowledge-transfer

Launched in the framework of the DAPhNE project, the Danube Ports Network (DPN) is an initiative which has emerged in response of a real need to address and reduce the development and innovation gap between the ports situated on the Rhine-Danube Corridor, aiming towards cooperation strengthening between inland and maritime ports in the Danube Region.

DPN brings together public and private sea & inland ports and terminal operators from the Danube Region willing to engage in a long-term, active and coordinated cooperation process benefiting the port industry and regional economy at large. Moreover, DPN emphasizes the importance of sharing knowledge and networking to keep the Danube ports at the forefront of global innovation and as such to adapt them to the needs and requirements of a future-oriented European transport system. Hence, the DPN facilitates diverse forms of cooperation and partnerships between Danube ports, leading to synergies and higher efficiency.

In the framework of DIONYSUS, DPN is at the heart of coordinated project capitalisation tasks that contribute to efficient project implementation, knowledge-creation and transfer, as well as to synergies with EU transport policy initiatives and other port development related projects.

Besides the DIONYSUS project, the DPN, through its Technical Secretariat, is involved in other activities representing the interests of the network and its partners in national and transnational port related initiatives and projects.

### 4.5.1 DPN capitalisation: external affairs

The figure below illustrates the interrelation between knowledge creation and knowledge transfer, emphasizing that information and know-how exchange is a two-way process between project activities and external stakeholders or other relevant public or private entities. DPN capitalisation is divided into 2 main pillars: internal and external affairs, with the figure below describing its external affairs:

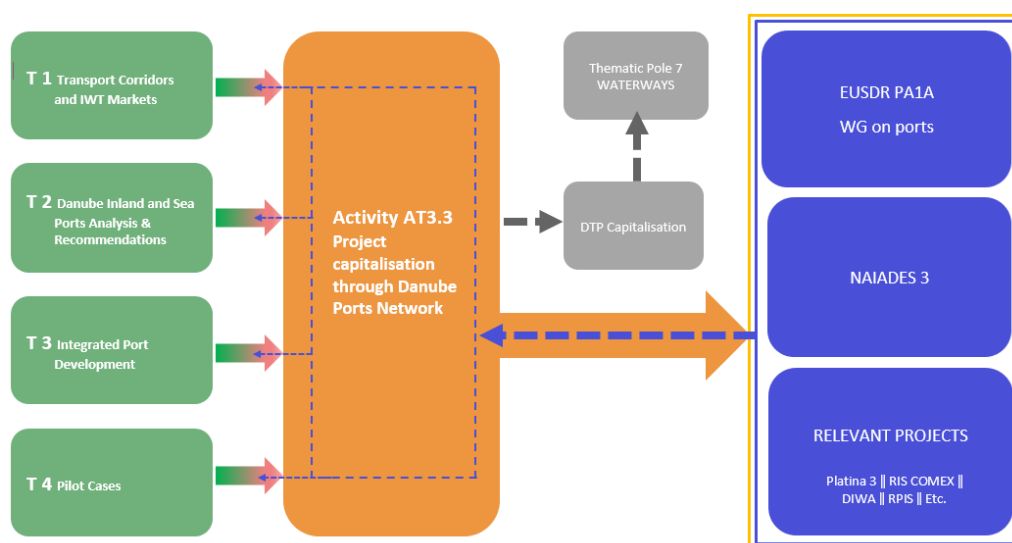


Figure 4: DPN Capitalisation Strategy - external affairs

As can be seen, the core results of the project covering various aspects of port development, will centrally be collected at the level of the DPN, acting this way as an entity that facilitates synergies across the thematic work packages of DIONYSUS.

In relation to the outside world, DPN will act as the interface of the project, whereas, at the same time, it will secure a smooth information and knowledge flow collected from relevant projects and policy initiatives that will feed into the ongoing proceedings of the project. As such, DPN will contribute to an increased quality level of the project's results, facilitating synergies with ongoing initiatives related to issues of port development well beyond the border of the Danube Region. It is furthermore of utmost importance to position the results of the DIONYSUS project in the wider European context in order to achieve harmonised solutions in the field of port development while considering their specific needs and requirements.

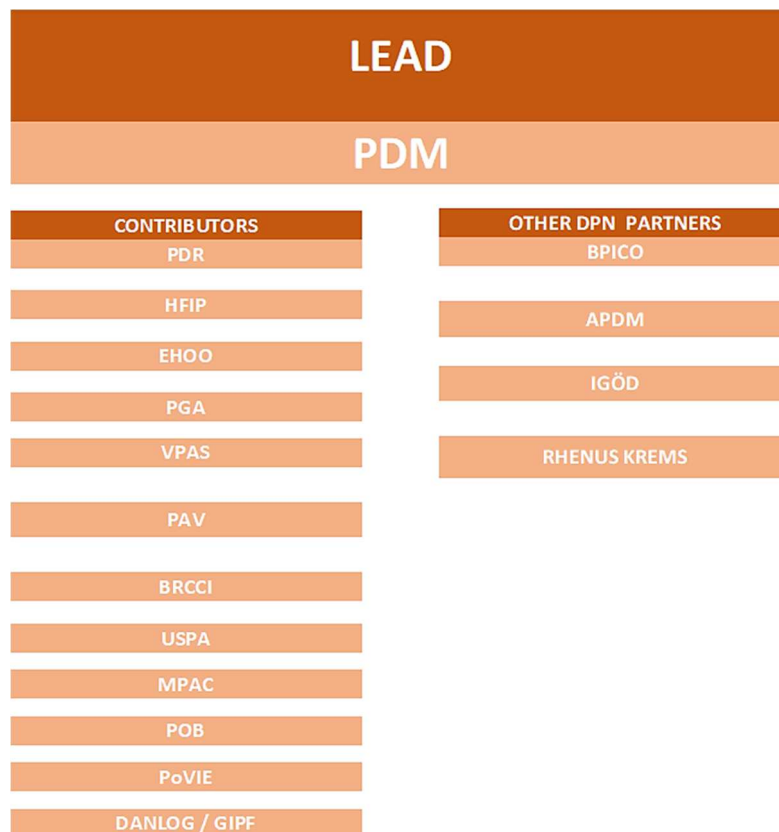
As such, DPN will serve as an instrument to promote Danube port's needs at the EU level in ongoing discussions on the policy level with relevant EC services such as DG MOVE (NAIADES3) as well as with other relevant branch organisations and stakeholders.

The foreseen work within the DIONYSUS Capitalisation Strategy is fully in line with the newly released Sustainable and Smart Mobility Strategy and Action Plan of 82 initiatives. For example, the 26<sup>th</sup> measure refers to the launch of NAIADES3 to exploit the untapped potential of inland waterways transport (foreseen for 2021), an essential programme for our sector. According to the Strategy, ports are key for EU's international connectivity, for the European economy, and for their respective regions. In their transition to zero-emission nodes, the best practices followed by the most sustainable ports should become the new normal. Inland and seaports have a great potential to become new clean energy hubs for integrated electricity systems, hydrogen and other low-carbon fuels, as well as testbeds for waste reuse and the circular economy. Within the plan, the EC pledges to propose measures to make ports clean, by incentivizing the deployment of renewable and low-carbon fuels and feeding stationed vessels with renewable power instead of fossil energy, optimization of port calls and through a wider use of smart traffic management.

The mission of the DPN as knowledge facilitator and information provider will be strengthened by the continuous cooperation with EUSDR PA 1A in order to promote the uptake of the DIONYSUS results in WG 1 – Waterway and Port Infrastructure & Management. Hence, DPN will contribute to the implementation of EUSDR.

#### **4.5.2 DPN capitalisation: internal affairs**

DPN, as a well-established facilitator of knowledge-transfer and innovation, has developed an internal strategy in order to collect and distribute information more efficiently.



**Figure 5: Contribution to the project capitalisation activities**

Under the lead of PDM (staffing also the DPN Technical Secretariat), 16 partner organisations (12 DIONYSUS partner and 4 additional DPN Partner organisations) are contributing to the implementation of the capitalisation activities as defined in the Capitalisation Strategy.

An overview to the internal project Capitalisation Strategy through the DPN is available in the Annex of this document.



### 4.5.3 DPN Capitalisation Activities (Pillar 2)

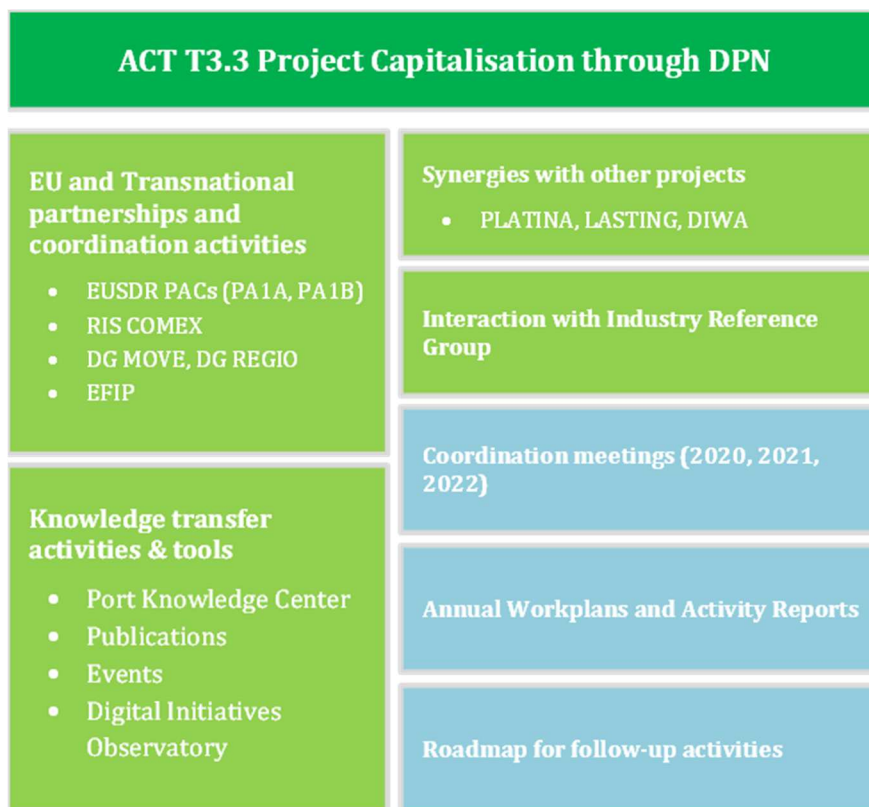


Figure 6: DIONYSUS Act. T3.3 overview of activities

The DPN Capitalisation Strategy envisages know-how exchange with the following EU-funded projects:

- PLATINA3,
- DIWA,
- RIS COMEX,
- RPIS,
- other relevant projects as identified by the Digital Initiatives Observatory.

A list of contacts (part of the Industry Reference Group) will be compiled with relevant contact information from all these identified projects. All these contact persons will receive updates on the DIONYSUS project via the DPN channels of communication.

The DIONYSUS project foresees the cooperation with several entities in relation to IWT and ports affairs such as:

- EUSDR PACs (PA 1A, PA 1B)

Priority Area 1A of EUSDR is committed to improve modality and multimodality on inland waterways, whereas PA 1B is committed to improve mobility and multimodality on rail, road and air links. Coordination activities are foreseen in Period 1 (already held in November 2020) and in Periods 2, 3 and 4.

Coordination activities are furthermore foreseen, in Periods 2 and 4, with relevant EC services such as:

- DG MOVE and DG REGIO

DG MOVE is responsible for EU policy on mobility and transport, whereas DG REGIO is responsible for EU policy in regions and cities.

- EFIP

EFIP brings together nearly 200 inland ports and port authorities in 18 countries of the European Union, Switzerland, Serbia and Ukraine. EFIP highlights and promotes the role of European inland ports as real intermodal nodal points in the transport and logistic chain, combining inland waterway transport with rail, road, and maritime transport. Coordination meetings are foreseen in Periods 2, 5 and 5.

#### 4.5.4 Synergies arising from WP T1 Transport Corridors & IWT Markets (Pillar 4)

2020 (RP1)	2021 (RP 2, RP 3)	2022 (RP4, RP 5)
<b>OUTPUTS</b>	<b>OUTPUTS</b>	<b>OUTPUTS</b>
	Awareness and promotion strategy for Danube transportation [Strategy & Action Plan] RP3	IWT Market Observatory RP4
	Fairway maintenance impact calculation tool. RP3	Gap analysis & Recommendations for corridor enhancement RP5
		Policy recommendations for Container Liner Service on the Danube River. RP5
<b>EVENTS</b>	<b>EVENTS</b>	<b>EVENTS</b>
Regional workshop #1: Container Liner Services.	Regional workshop #2: Container Liner Services. RP2	Regional workshop #3: Container Liner Services. RP4
	Workshop #1: Transport Corridors Connections RP3	Workshop #2: Transport Corridors Connections RP4
		International Conference: Transport Corridors Connections RP5

Figure 7: Synergies WP T1 Transport Corridors & IWT Markets

In the framework of the workpackage dealing with Transport Corridors and IWT Markets (T1), several events will be organised to disseminate the results of the DIONYSUS project as well as to collect know-how from industry representatives.

These events are:

- Regional workshop #1: Container Liner Services --> 10.12.2020
- Regional workshop #2: Container Liner Services-->RP 2
- Workshop #1: Transport Corridors Connections-->RP 3
- Regional workshop #3: Container Liner Services -->RP 4
- Workshop #2: Transport Corridors Connections-->RP 4
- International Conference: Transport Corridors Connections-->RP 5

The partners responsible for the organisation of these events shall always inform the DPN about the time, location, agenda and foreseen speakers. The DPN is responsible to promote the events in the extended port community by means of its manifold dissemination activities.

In terms of outputs, WP T1 covers five of them, namely:

- Awareness and promotion strategy for Danube transportation [Strategy & Action Plan] -->RP 3
- Fairway maintenance impact calculation tool -->RP 3
- IWT Market Observatory-->RP 4
- Gap analysis & Recommendations for corridor enhancement-->RP 5

- Policy recommendations for Container Liner Service on the Danube River -->RP 5

These shall be promoted with the support of the DPN within the IWT and ports community, in the Danube Region and beyond.

#### 4.5.5 Synergies arising from WP T2 Danube Inland & Sea Ports Analysis & Recommendations

OUTPUTS	OUTPUTS	OUTPUTS
		Strategy for the development of a multi-/intermodal transport network in Danube corridor. RP4 Tool for flexible/dynamic pricing supporting port and IWT hinterland development. RP4 Integrated Danube Transport Corridor Digitalization Strategy & Action Plan. RP5
EVENTS	EVENTS	EVENTS
	Stakeholders Meeting #1: Port Pricing Systems RP2	Stakeholders Meeting #2: Port Pricing Systems RP4

**Figure 8: Synergies WP T2 Danube Inland & Sea Ports Analysis & Recommendations**

In the framework of the workpackage dealing with Danube Inland & Sea Ports Analysis & Recommendations (T2), several events will be organised to disseminate the results of the DIONYSUS project as well as to collect know-how from industry representatives.

These events are:

- Stakeholders Meeting #1: Port Pricing Systems-->RP 2
- Stakeholders Meeting #2: Port Pricing Systems -->RP 4

The partners responsible for the organisation of these two events shall always inform the DPN about the time, location, agenda and foreseen speakers. The DPN is responsible to promote the events in the extended port community by means of its manifold dissemination activities.

In terms of outputs, three of them are foreseen under the current workpackage, namely:

- Strategy for the development of a multi-/intermodal transport network in the Danube Corridor. -->RP 4
- Tool for flexible/dynamic pricing supporting port and IWT hinterland development. --> RP 4
- Integrated Danube Transport Corridor Digitalization Strategy & Action Plan. --> RP5

These shall be promoted with the support of the DPN within the IWT and ports community, in the Danube Region and beyond.

#### 4.5.6 Synergies arising from WP T3 Integrated Port Development

OUTPUTS	OUTPUTS	OUTPUTS
		National Recommendations and Consolidated Strategy Plan RP4 Strategy & Recommendations for optimizing the waterborne transport of agricultural products in the Danube Region RP4
		Inter/multimodal logistics transport cases for new waterborne waterborne logistics chains RP4
		Project Capitalisation Strategy&Evaluation Report RP5 Consolidated Danube Region Infrac. Master Plan including Recommen. for sustainable growth of River Cruise Industry. RP5
EVENTS	EVENTS	EVENTS
Danube Ports Day: 2020 RP1	Regional Workshop #1: Ports & Agricultural Products Traffic in the Danube Region Countries [DE/AT/SK] RP2 Regional Workshop #2: Ports & Agricultural Products Traffic in the Danube Region Countries [HU/RS/HR] RP3	Regional Workshop #3: Ports & Agricultural Products Traffic in the Danube Region Countries [RO/BG/MD/UA] RP4 International Conference: Agricultural Products Traffic in the Danube Region RP5
	Danube Ports Day: 2021 RP3 Regional Workshop #1: River Cruise Industry in the Danube Region_Past, Present & Future [DE/AT/SK] RP3	Danube Ports Day: 2022 RP5 Regional Workshop #2: River Cruise Industry in the Danube Region_Past, Present & Future [HU/RS/HR] RP4 Regional Workshop #3: River Cruise Industry in the Danube Region_Past, Present & Future [RO/BG/MD/UA] RP5 Policy Enquete in Brussels with DG Agri, Regio, Move) RP4

Figure 9: Synergies WP T3 Integrated Port Development

In the framework of the workpackage dealing with Integrated Port Development (T3), several events will be organised to disseminate the results of the DIONYSUS project as well as to collect know-how from industry representatives.

These events are:

- Danube Ports Day: 2020 --> RP 1
- Regional Workshop #1, 2, 3: Ports & Agricultural Products Traffic in the Danube Region Countries [DE/AT/SK] --> RP 2, RP 3, RP 4
- Danube Ports Day: 2021 --> RP 3
- Regional Workshop #1: River Cruise Industry in the Danube Region - Past, Present & Future [DE/AT/SK] --> RP 3
- International Conference: Agricultural Products Traffic in the Danube Region --> RP 5
- Danube Ports Day: 2022 --> RP 5
- Regional Workshop #2: River Cruise Industry in the Danube Region - Past, Present & Future [HU/RS/HR] --> RP 4
- Regional Workshop #3: River Cruise Industry in the Danube Region - Past, Present & Future [RO/BG/MD/UA] --> RP 5
- Policy Enquete in Brussels with DG AGRI, DG REGIO, DG MOVE) --> RP 4

The partners responsible for the organisation of these two events shall always inform the DPN about the time, location, agenda and foreseen speakers. The DPN is responsible to promote the events in the extended port community by means of its manifold dissemination activities.

In terms of outputs, five outputs are foreseen, all having as deadline RP 4 and RP 5 (2022). These outputs are:

- National Recommendations and Consolidated Strategy Plan -->RP 4
- Strategy & Recommendations for optimizing the waterborne transport of agricultural products in the Danube Region -->RP 4
- Inter/multimodal logistics transport cases for new waterborne logistics chains --> RP 5

- Project Capitalisation Strategy & Evaluation Report --> RP 5
- Consolidated Danube Region Infrastructure Master Plan including Recommendations for sustainable growth of River Cruise Industry --> RP 5

These shall be promoted with the support of the DPN within the IWT and ports community, in the Danube Region and beyond.

With regards to workpackage T4: Pilot Cases, the DPN will support the partners involved in the dissemination process as it will be needed.

#### 4.5.7 DPN knowledge creation and transfer tools

The knowledge creation and transfer activities are supported by the following tools:

- DPN website,
- Port Knowledge Center,
- Digital Initiatives Observatory.

##### 4.5.7.1 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 the 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**.



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

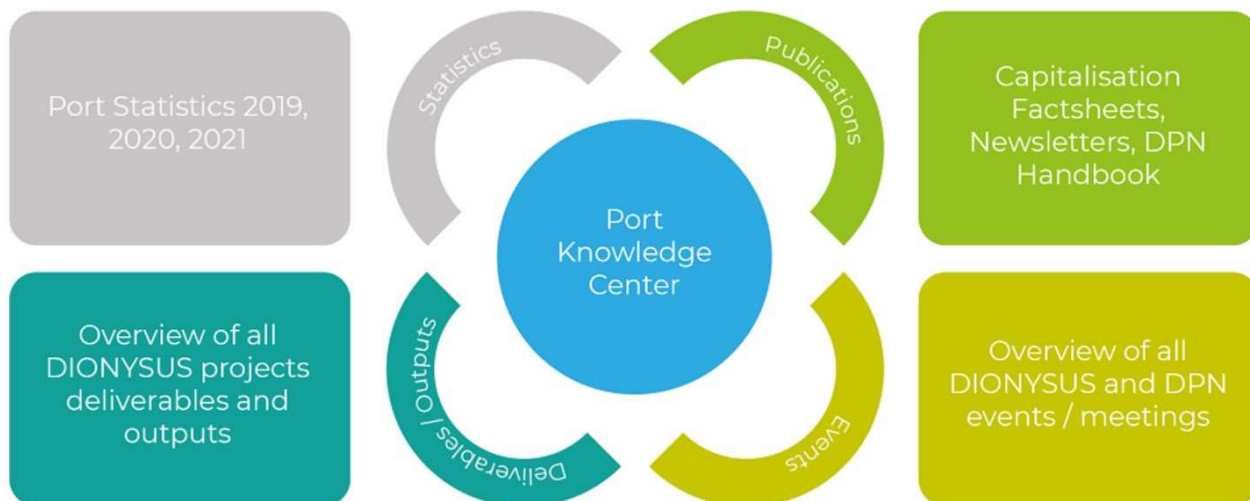


Figure 11: Port Knowledge Center

#### 4.5.7.2.1 Port Statistics

Traffic information will be collected for the years 2019, 2020 and 2021 covering the Danube Region ports which are part of the DIONYSUS project consortium. These ports will provide updated information on the volumes of the main types of cargo transhipped in their port. The data will be used further by D.T3.3.6 COVID-19 Impact on Danube Ports and will be made available as well by the DPN Handbook.

Statistics will be collected from the following ports with the support of the related partners:

- For Austria: Ennschafen (by Ennschafen Port), Vienna (by Port of Vienna-ASP), Krems (by Rhenus Donauhafen Krems as DPN partner);
- Slovakia: Bratislava, Komarno (by Public Ports);
- Hungary: Budapest, Győr, Dunaújváros, Baja (by HFIP);
- Croatia: Vukovar (by PAV);
- Serbia: Novi Sad, Belgrade, Pancevo, Smederevo (by PGA);
- Romania: Orsova, Drobeta Turnu Severin, Giurgiu, Constanta, Galati, Braila, Tulcea (by MPAC, APDF-ASP, APDM as DPN partner);
- Bulgaria: Vidin, Lom, Ruse, Bulmarket (by BRCCI, POB and BPICO as DPN partner);
- Moldova: Giurgiulesti (by DANLOG -ASP);
- Ukraine: Reni, Izmail, Kilia (by USPA).

Statistics will be collected by the DPN based on 2 dedicated surveys which will be sent out in 2021 and 2022. The list above is not an exhaustive one; statistics can be also collected from other DR ports shall there be a willingness & availability of ports to provide such data.

#### 4.5.7.2.2 Publications

Three different types of publications will be issued, namely:

- Capitalisation factsheets (3 editions, once a year): summarizing the content of the Yearly Activity Reports 2020, 2021, 2022 (D.T3.31).

- Newsletters (3 editions, once a year; for the 2020 edition: 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).
- DPN Handbook (2 editions: 2021 and 2022).

#### **4.5.7.2.3 Events and Coordination Meetings**

Several events involving external stakeholders are being organized in the framework of the DIONYSUS project in order to facilitate know-how collection and dissemination of project results to a wider audience.

#### **4.5.7.2.4 Danube Ports Days (2020, 2021, 2022)**

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 already 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:



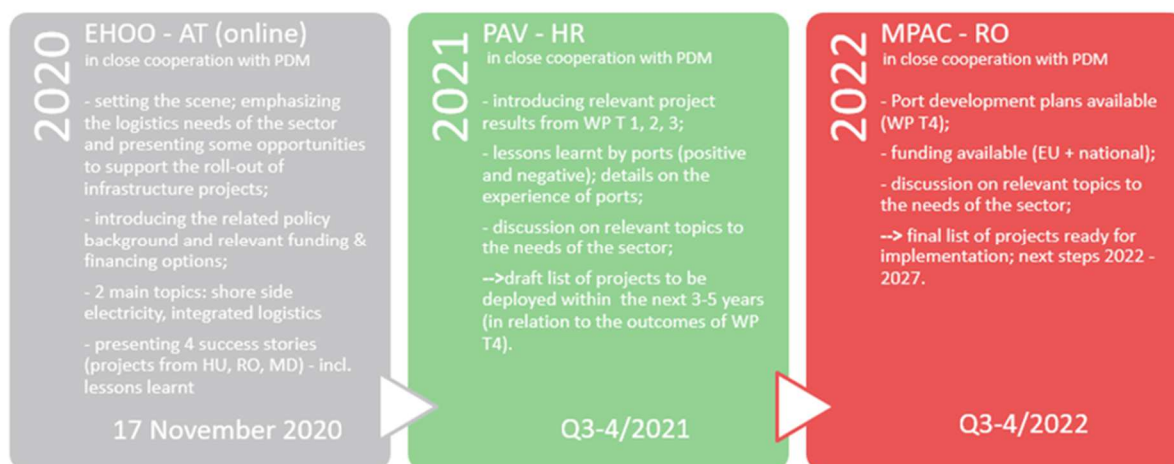


Figure 12: Danube Ports Days 2020, 2021, 2022

Another important aspect in the implementation process of the Capitalisation Strategy are the Annual Work Plans & Yearly Activity Reports 2020, 2021 and 2022 (D.T3.3.1). The work plans will set the path for coordinated input and synergies within the thematic activities as foreseen in the DIONYSUS work packages. Fundamental for the elaboration of the Annual Work Plans are the core thematical aspects covered by DIONYSUS: good port governance, sustainable port development and operations, port digitalisation and ports' connectivity. The Yearly Activity Reports will provide a detailed overview on the expected capitalisation activities and outcomes for a one-year period. They furthermore will report on capitalisation activities throughout the preceding year. The first work plan which is due in December 2020 was discussed in the framework of the first Coordination Meeting held on 17 November 2020.

#### 4.5.7.2.5 Regional workshops: Container Liner Services

In total, three workshops on Container Liner Services will be prepared and executed:

- one workshop by MPAC in Constanta (Online),
- one by FTTE in Belgrade (Online), and
- one by MPAC in Constanta.

All the findings from these workshops will be integrated into Output.T1.4. The workshops will reunite PPs, ASPs, and external stakeholders and will be organized with the purpose to identify interested companies to revive and develop the Container Liner Services on the Danube River.

With this occasion, the reports of the previous stakeholder meetings and the draft of O.T1.5. – Policy recommendations for Container Liner Services on the Danube River (report) will be presented and further discussed.

The target audience will be stakeholders interested to further elaborate Business Cases which will bring together specialized concepts and policy recommendations, highlighting the necessary activities in order to initiate and support the development of container liner services.

Besides the specialized project partners who will bring in their expertise in IWT activities (port authorities, ship owners, port operators, consultancy companies), researchers (maritime and transport universities), representatives of business support organizations (chambers of commerce & industry) and policy decision-makers (transport ministries) will also contribute. On these occasions, the Industry Reference Group will be initiated.

#### **4.5.7.2.6 Three Regional Workshops and one International Conference on Transport Corridor Connections**

Three regional workshops will be organized by MPAC (RP 3), ONMU (RP 4), and HFIP (RP 5) in Romania, Ukraine and Hungary in order to analyze the possibilities and opportunities to build up new transport links among the Danube corridors and the riparian Black Sea & Central Asia regions.

The analysis of the existing transport infrastructure together with the status-quo of the on-going and planned infrastructure projects will serve as the basis for the elaboration of various assumptions on potential traffic and trade flows of the Danube ports in connection to the development of the transport links to the corresponding corridors.

Interested key stakeholders shall attend these events and will provide important and valuable feedback for the design and operation of potential new cross-border/cross-Black Sea transport links.

#### **4.5.7.2.7 Regional Workshops on Ports & Agricultural Products Traffic in the Danube Region Countries [DE/AT/SK] [HU/RS/HR] [RO/BG/MD/UA] and International Conference: Agricultural Products Traffic in the Danube Region**

The events shall target Danube Region's port administrations, port operators and service providers (storage operators), agricultural producers and traders as well as logistics service providers.

Three Regional Workshops dedicated to Ports and agricultural Products Traffic will be organized in Austria (WCons), Serbia (PGA) and Romania (AAOPFR).

The workshops shall discuss present and future traffic flows, the throughputs of agricultural products in the ports located in the Danube Basin sub-regions Upper (DE, AT, SK), Middle (HU, RS, HR) and Lower Danube (RO, BG, MD, UA). Infrastructure and superstructure needs in the ports, as well as connecting road and rail infrastructure, will be identified and mapped. The regional workshops shall be organized and executed during the following reporting periods: RP 2, RP 3 and RP 4.

On all these three occasions Industry Reference Groups shall be initiated for the next development phase of port infrastructure. Finally, an International Event presenting the findings of the Reports & Case Studies: Agricultural Products Traffic in the Danube Region shall be organized during the RP5 in Hungary under the responsibility of HFIP.

#### **4.5.7.2.8 Stakeholders Meeting on Port Pricing Systems**

Two stakeholders' meetings where the questionnaire regarding the applied pricing principles in ports will be analyzed along with the proposals for dynamic/flexible pricing systems for ports. iC and PAV will organize the 2 (two) stakeholder meetings in Austria and Croatia, respectively.

Project partners iC, MPAC and PAV will jointly prepare the mentioned questionnaire (deliverable D.T2.3.3). The focus of this questionnaire will be to obtain actual data on the applied pricing principles, enquiring into the type of charges applied in ports, the entities responsible to levy different charges, entities who bear the costs generated by these charges, the methodology for determination and/or calculation of applied charges.

#### **4.5.7.2.9 Regional Workshops on River Cruise Industry in the Danube Region**

In order to ensure a maximum of involvement of the stakeholders from the river cruise industry, the waterway and port administrations, but also from the municipalities concerned, the implementing partners will organize and hold stakeholder workshops.

These workshops will feed into the analysis work and shall support the consortium in the conceptual work for the national master plans as well as for the overall strategy on the level of the Danube region. The workshops shall provide a structured dialogue with the stakeholders and serve as learning actions for all involved participants. For practical reasons and enabling a maximum of participation with the highest efficiency, the stakeholder workshops will be executed on a regional basis in the upper, middle and lower Danube distributed over the timeline of the project implementation.

The stakeholder workshops shall also provide good practices from other European regions with significant river cruise activities and thus will foster an interregional exchange of experiences.

For the organization of the meetings the following partners will be responsible:

- VPas for Upper Danube (RP 3),
- PGA for Middle Danube (RP 4) and
- BRCCI for Lower Danube (RP 5).

Due to their open design, the regional stakeholder workshops will have an important function for the promotion of the DIONYSUS project within the target groups addressed by this activity.

#### **4.5.7.2.10 Policy Enquete in Brussels with DG AGRI, DG MOVE & DG REGIO**

The innovative approach to integrate rural, regional and transport development policies for the assessment of the IWT potential and port infrastructure and superstructure needs in the Danube region shall be disseminated and promoted at the EU level. As the main instrument for this purpose, the PPs will prepare and execute of one Policy Event in Brussels involving relevant DGs (AGRI, REGIO, MOVE) and industry stakeholders. The event in kind of an Enquete is planned for RP 4 (April 2022) and organized by WCons with support of all implementing PPs.

#### **4.5.7.2.11 Deliverables and Outputs**

The Port Knowledge Center will dedicate one section to the deliverables and outputs prepared in the framework of the DIONYSUS project. The section will be updated at the end of every reporting period (December 2020, June 2021, December 2021, June 2022, December 2022). The information on the publishing of highly important deliverables & outputs will be shared within the extended inland port community.

#### **4.5.7.3 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 interests him/her the most, choosing between:

- country,
- transnational projects,
- policy initiatives,
- dedicated working groups,

- funding opportunities.

The figure below illustrates the draft concept of the Digital Initiatives Observatory:

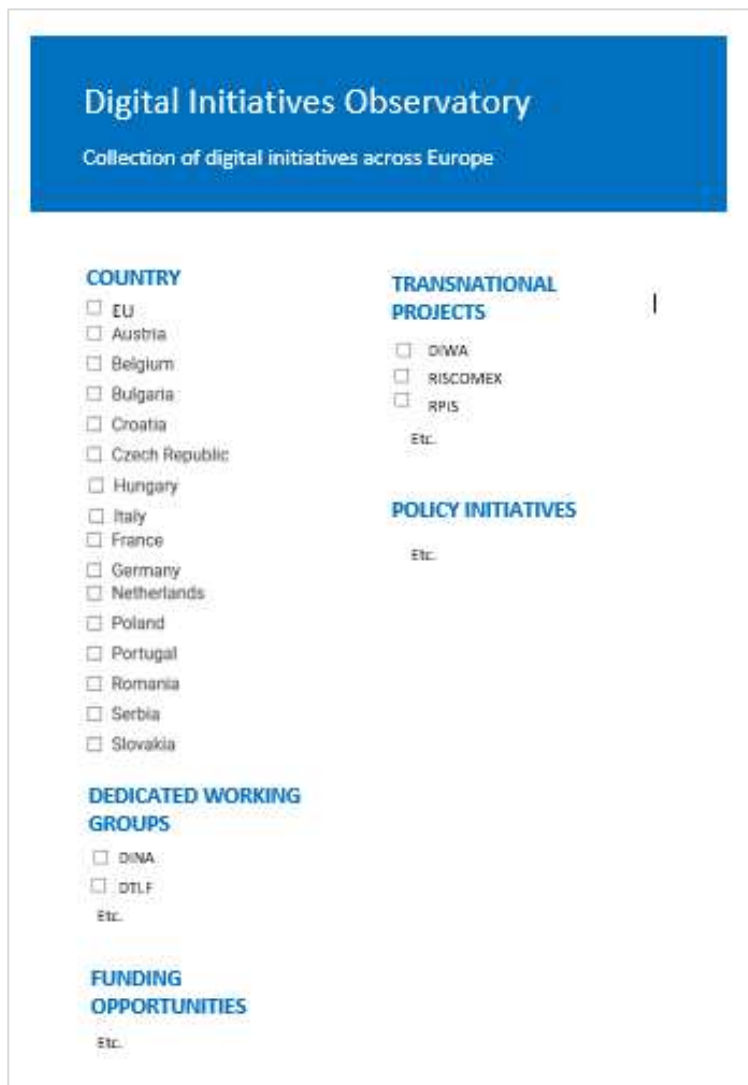


Figure 13: Draft concept of the Digital Initiatives Observatory

## 5 Evaluation Report

The evaluation report represents the second part of O.T3.7. Key instruments for the implementation of the Capitalisation Strategy were dedicated activities supported by the Danube Ports Network (DPN). Within DIONYSUS, capitalisation was understood way more than a mere dissemination of project activities, events and milestones. And this is where the DPN decisively stepped in, facilitating project capitalisation and knowledge-transfer activities, acting at the same time as an information provider and an instrument to promote Danube ports' needs at the EU level in ongoing port policy related discussions. This chapter will report on the manifold activities carried out with the support of the DPN as a main driver for knowledge creation and transfer, being at the same time at the heart of project capitalisation and dissemination activities.

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.

In order to assess how well the strategy has been implemented and executed, the evaluation methodology proposes the use of KPIs (key performance indicators). Key performance indicators are defined as indicators of progress toward an intended result. The implementation of the Project Capitalisation Strategy will therefore be evaluated using the following KPIs:

- cost indicators,
- time indicators,
- efficiency indicators (rate of advancement, milestones reached).

This type of assessment is an important part of the final – Conclusions – chapter of this output, summarizing the most important milestones achieved in the frame of the project in terms of knowledge-transfer activities.

### 5.1 The DPN in Period 1 (July-December 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:

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 14: Milestones in RP 1

As can be seen, the first six months of the project proved to be, under the umbrella of the DPN, quite fruitful. The following subchapters will go more in detail in evaluating the implementation of the Project Capitalisation Strategy in the timeframe July-December 2022.

### 5.1.1 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 presentations delivered in the frame of the event are available for download here: <https://danubeports.eu/info-room/84-danube-ports-day-2020-successfully-organised-online-on-the-17th-november>.

The image below provides an overview of the implementation status of Danube Ports Day 2020 event:



Figure 15: Executing the Danube Ports Day event in 2020

### 5.1.2 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 and according to the guidelines of the Project Capitalisation Strategy.

### 5.1.3 Report on EU and Transnational Partnerships & Coordination Activities

The DPN plays a vital role in the elaboration process of the **Report on EU and Transnational Partnerships & Coordination Activities**. The aim of this document is to report on any kind of transnational partnerships and coordination activities that are relevant for port development. The DPN played a vital role in establishing efficient partnerships and cooperations 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 Project Capitalisation Strategy, 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.

### 5.1.4 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 milestones reached in RP 1 was published in December 2020 and is available for download on the website of the DPN here:

[https://www.danubeports.eu/images/DIONYSUS\\_Capitalisation\\_Factsheet\\_final\\_version.pdf](https://www.danubeports.eu/images/DIONYSUS_Capitalisation_Factsheet_final_version.pdf).



The image below illustrates the first edition of the factsheet.



Figure 16: DPN Capitalisation Factsheet 2020

The project newsletter, elaborated with the support of the DPN is available for download here:

[https://www.danubeports.eu/images/D.C.2.2\\_DIONYSUS\\_Electronic\\_Newsletter\\_1.pdf](https://www.danubeports.eu/images/D.C.2.2_DIONYSUS_Electronic_Newsletter_1.pdf)

### 5.1.5 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 fed into the preparation of NAIADES3.

- NAIADES3 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 NAIADES3 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-Est 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 PA 1A & PA 1B*

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 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.

Given the comprehensive description of the numerous activities carried out either under the umbrella of the DPN or with its support, it can be concluded that the implementation process of the Project Capitalisation Strategy during RP 1 of DIONYSUS was a smooth one, whereas the foreseen activities were successfully executed, as stipulated in detail by the guidelines of the strategy.

### 5.1.6 Other relevant DIONYSUS events

Organised on 10 December 2020 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.

## 5.2 The DPN in Periods 2 & 3 (January 2021-December 2021)

The aim of this chapter is to provide, as foreseen in the AF, an evaluation of the implementation process of the Project Capitalisation Strategy. In line with the guidelines elaborated in the frame of the strategy, the following figure provides an overview on what was achieved during calendar year 2021, covering RP 2 and RP 3 of the DIONYSUS project, highlighting the role of the DPN as a knowledge-transfer facilitator:

Nr	Workpackage / Activities	responsible		2021													
		responsible	contributor	1	2	3	4	5	6	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 2021	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 Correx 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																draft

Figure 17: Milestones in RP 2 and RP 3

### 5.2.1 Danube Ports Day 2021

The 2021 Danube Ports Day was successfully organised in the frame of the DIONYSUS project by the teams of Pro Danube Management and the Port Authority Vukovar, with the support of the Danube Ports Network on the 23rd of November.

The event brought together more than 70 experts from the Danube Region and beyond, interested in topics related to **(i) the potential of inland ports in urban mobility, (ii) fleet electrification** as well as **(iii) sustainable port logistics solutions**.

Good practice examples in the field of Danube vessel fleet electrification, as well as sustainable logistics and port solutions in urban areas, were presented by highly experienced stakeholders. Mr. Tomislav Uroda representing iCAT, a Croatian company specialised in innovative ship design and shipbuilding gave an insight into their solar-powered passenger vessel concept. Mr. Edwin van Hassel from the University of Antwerp introduced the “Smart Waterway Project”, a concept developed in order to demonstrate the benefits of using waterways for the distribution of freight in the urban area of Ghent. Mr. Robert Rafael on behalf of the DPN introduced notable examples of sustainable practices collected from several logistics service providers operating in the urban area of Budapest. Moving further downstream towards the Port of Constanta, Mr. Alexandru Crăciun representing DP World Constanta shared very interesting insights on DP world’s innovative initiatives to be rolled out in the Danube Region.

The presentations delivered in the frame of the Danube Ports Day 2021 event are available for download here: <https://www.danubeports.eu/info-room/121-danube-ports-day-2021-successfully-organised-on-23-november>.

The following figure illustrates the planning and execution of the Danube Ports Day events (status RP 3) in the frame of DIONYSUS, as foreseen by the Project Capitalisation Strategy and the AF:

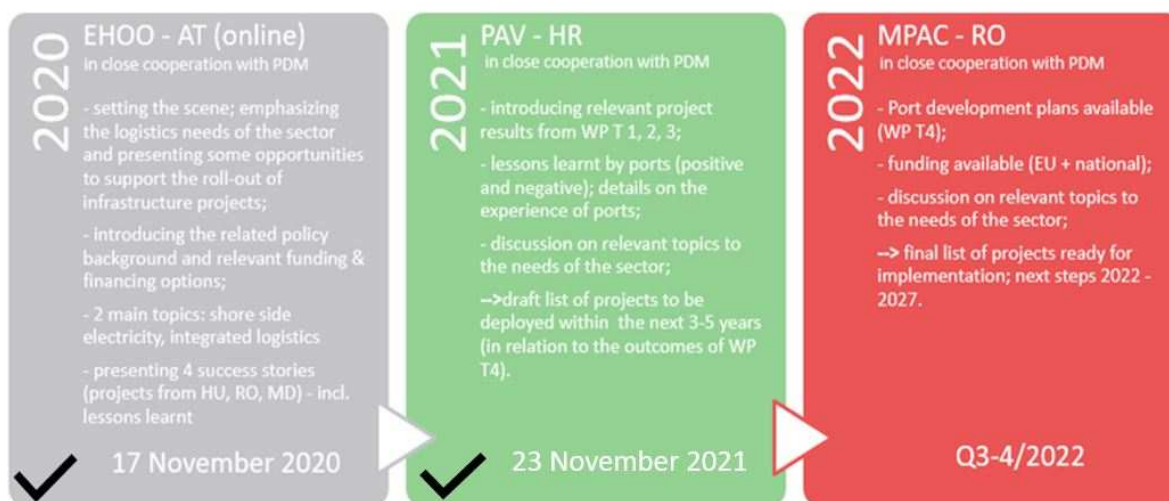


Figure 18: Executing the Danube Ports Day event in 2021

As foreseen in the AF and the Project Capitalisation Strategy, both Danube Ports Day events – the first one organised in November 2020 followed by the second one in November 2021, managed to bring together highly experienced inland port experts to discuss the latest trends in terms of port development as well as the expected challenges for the decades to come. Both events were highly welcomed by the Danube IWT

sector – and beyond – playing a major role in the knowledge transfer-, and creation proceedings of the DPN.

### 5.2.2 Workshop on Digitalisation in Inland Waterway

On the 23 November 2021, more than 100 stakeholders from the public and the private sector participated in the transnational workshop on digitalization in Inland Waterway Transportation (IWT). The workshop was organised back-to-back with the Danube Ports Day 2021 as a joint initiative of the European projects Platina 3, Masterplan DIWA, RIS COMEX and DIONYSUS – with the support of the DPN - and the sector organizations Pro Danube Management, EICB and the IWT Platform.

The workshop focused on how digital transformation can support business activities and reporting formalities in the upcoming years. Participants provided valuable inputs regarding further requirements on synchromodality, ICT infrastructure, River Information Services and Smart Shipping, data sharing & integration, cybersecurity and compliance.

During the plenary part of the workshop, the 4 projects were introduced by short interviews moderated by the Master of Ceremony Henk van Laar. The workshop perfectly fitted into the timelines of each project, as currently project partners of PLATINA3, DIONYSUS and the masterplan DIWA are working on collecting input for their dedicated studies, yet at the same time giving them the chance to share intermediate results with a wide range of experts. The RIS COMEX project will launch its European fairway information portal 'EuRIS' in the course of 2022.

#### *Four themes*

After the break, the participants joined either one of the four break-out rooms to go into more detail and moreover to share opportunities, requirements and discuss how relevant authorities together with the industry representatives can support a successful digital transformation in IWT.

The themes of the four break out rooms were:

- Smart Shipping,
- Synchro modality,
- River Information Services,
- Sea and inland ports.

This thematic approach resulted in lively discussions and new expert inputs relevant for all of the European projects. During the final plenary part, the results of the discussions in the break-out rooms were shared with all the participants. Representatives from European Commission's DG MOVE congratulated the initiative and highlighted the need for similar future cooperation activities of the IWT sector in Europe.

### 5.2.3 DPN Coordination Meeting

The second coordination meeting, hosted by BRCCI and organised by PDM on the 23<sup>rd</sup> of November 2021, provided an overview on the planned activities in the framework of the DPN and other related communication and dissemination activities as foreseen in DIONYSUS. During the meeting, PDM made a detailed presentation on the activities carried out with the support of the DPN, the milestones reached so far and the expected challenges that still lie ahead. The DPN Coordination Meetings aimed at contributing to the strategic, operational and technical activities as outlined in the Project Capitalisation Strategy.

### 5.2.4 Report on EU and Transnational Partnerships and Coordination Activities – Status RP 3

As foreseen in the Capitalisation Strategy and the AF, meetings in Periods 2 & 3 were organised with EUSDR PA 1a & PA 1b, with the RIS COMEX Project Coordinator, EFIP and representatives of the European Commission. The results of these meetings will feed into D.T3.3.3., which is due in November 2022 (RP 5).

### 5.2.5 First edition of the Danube Ports Handbook

The first edition of the Danube Ports Handbook was published in December 2021. The first-hand data was collected by means of an online survey having the core objective to identify and to analyse the impact of the COVID-19 pandemic on Danube ports. The first edition of the Danube Ports Handbook is an integral part of **D.T3.3.4 Report Knowledge Transfer Events, Tools and Publications**. For this first edition, PDM created a template which comprises, for each port that has participated in the survey, a brief description, and some important statistical data. Input for the final version was received by all the ports that participated in the survey. A total of 15 ports, covering the entire area of the Danube Region, participated in the survey and as such are depicted in the frame of this first edition. The image below illustrated the first edition of the handbook.



Figure 19: First edition of the Danube Ports Handbook

The first edition of the Danube Ports Handbook is available for download here: [https://www.danubeports.eu/images/Danube Ports Handbook Edition 2021 final.pdf](https://www.danubeports.eu/images/Danube_Ports_Handbook_Edition_2021_final.pdf)

### 5.2.6 Project newsletter & Capitalisation Factsheet

During the year 2021 covering Periods 2 and 3 of DIONYSUS, two newsletters were published, having the scope to inform the interested audience – both in the Danube Region and beyond – about the latest developments in the frame of the project. Both newsletters were published in due time at the end of the project’s periods 2 and 3. DPN actively contributed to the elaboration of the DIONYSUS newsletter informing the interested audience about the ongoing and future proceedings as well as the implementation status of the project.

The second edition of the DPN Capitalisation Factsheet informing about the main activities carried out under the umbrella or with the support of the DPN was published in December 2021. The figure below illustrated the factsheet:



Figure 20: DPN Capitalisation Factsheet 2021



The DPN Capitalisation Factsheet 2021 is available for download here: [https://www.danubeports.eu/images/DIONYSUS\\_Capitalisation\\_Factsheet\\_2021.pdf](https://www.danubeports.eu/images/DIONYSUS_Capitalisation_Factsheet_2021.pdf).

### 5.2.7 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 the 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 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 received new functionalities, namely, the **(i) Port Knowledge Center** and the **(ii) Digital Initiatives Observatory**.

The figure below provides a screenshot of the DPN website after the two new functionalities were added to the DPN website in RP 2 of DIONYSUS:

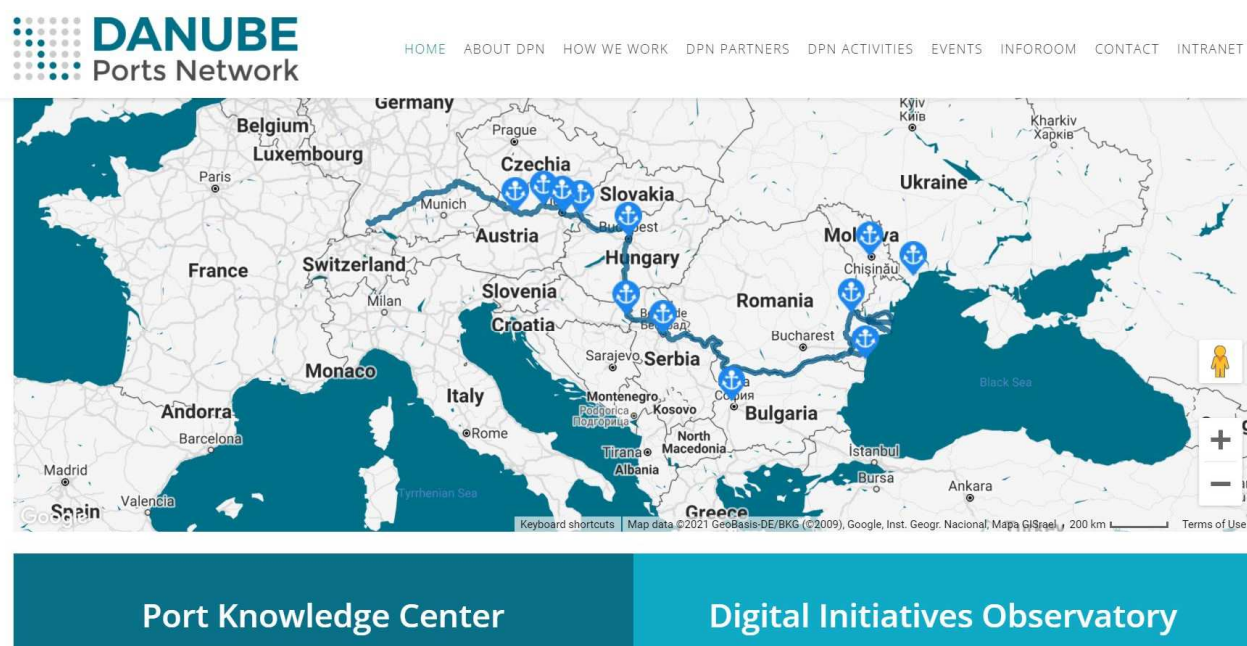


Figure 21: New functionalities of the DPN website

#### 5.2.7.1 The Port Knowledge Center

Work on the update of the DPN website was completed in Q1/2021 in order to accommodate a dedicated section entitled “Port Knowledge Center” which comprises 4 subsections, namely:

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

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

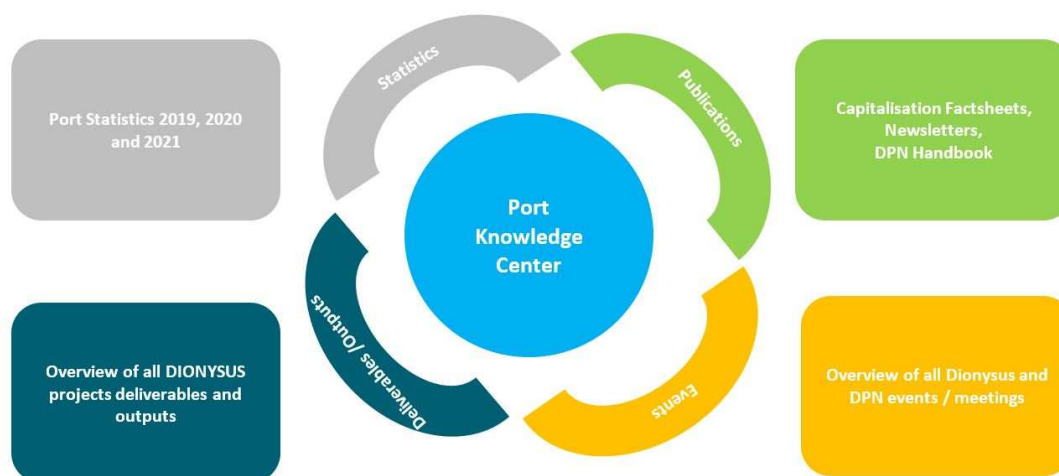


Figure 22: Port Knowledge Center

#### 5.2.7.1.1 Port Statistics

Traffic information was collected via two dedicated surveys covering the years 2019, 2020 and 2021. The participating ports provided information on the volumes of the main types of cargo transhipped in their port. Given that the timeframe under investigation covered pre-pandemic periods (2019) as well as periods in the midst of the pandemic (2020 & 2021), the study provided interesting first-hand insights into the impact of COVID-19 on port operations. The design of the study was guided by several research questions such as: How did various ports took on the crisis? How did the pandemic affect the traffic of cargo and passenger transportation? Were there any restrictions/procedures imposed to ships and crews? What measures were taken to ensure a minimal level of operation and to protect both on-shore and shipboard personnel involved in port calls and cargo handling?

Given that ports from the vast majority of the Danube Region countries have participated in the survey – the premises of conducting a comparative analysis are provided. This will allow us to draw valid general conclusions and generate new knowledge for the benefit of the Danube ports community. Equally important to mention is the chosen timeframe: the year 2019, the immediate period before the health crisis started - is directly compared to the years 2020 and 2021 – that is with periods in the midst of the pandemic.

A comprehensive interpretation of the collected statistical data was provided in the frame of the study COVID-19 Impact on Danube Ports. An overview of the collected data, accompanied by other information – such as existing port infrastructure facilities etc. was presented in the frame of 2 editions of the Danube Ports Handbook. Both the study as well as the handbooks are available for download via the Port Knowledge Center, Port Statistics subsection here:

<https://www.danubeports.eu/port-knowledge-center/2-danube-ports-network/86-port-statistics>

#### 5.2.7.1.2 Publications

Several publications were elaborated in the frame of DIONYSUS: DPN Capitalisation Factsheets, newsletters and two editions of the Danube Ports Handbook. All these publications (status October 2022) are available for download here:

<https://www.danubeports.eu/port-knowledge-center/2-danube-ports-network/89-publications>

### 5.2.7.1.3 Events

Several knowledge-transfer events were organised in the frame of DIONYSUS with the support of the Danube Ports Network, such as the Danube Ports Day events 2020, 2021 and 2022. A detailed overview is available in the “Events” section of the Port Knowledge Center here:

<https://www.danubeports.eu/port-knowledge-center/2-danube-ports-network/91-events-and-meetings>

### 5.2.7.1.4 Deliverables and Outputs

All the deliverables and outputs elaborated in the frame of the DIONYSUS project are made available via a dedicated subsection – “Deliverables & Outputs”. The results of the DIONYSUS project (status October 2022) are available for download here:

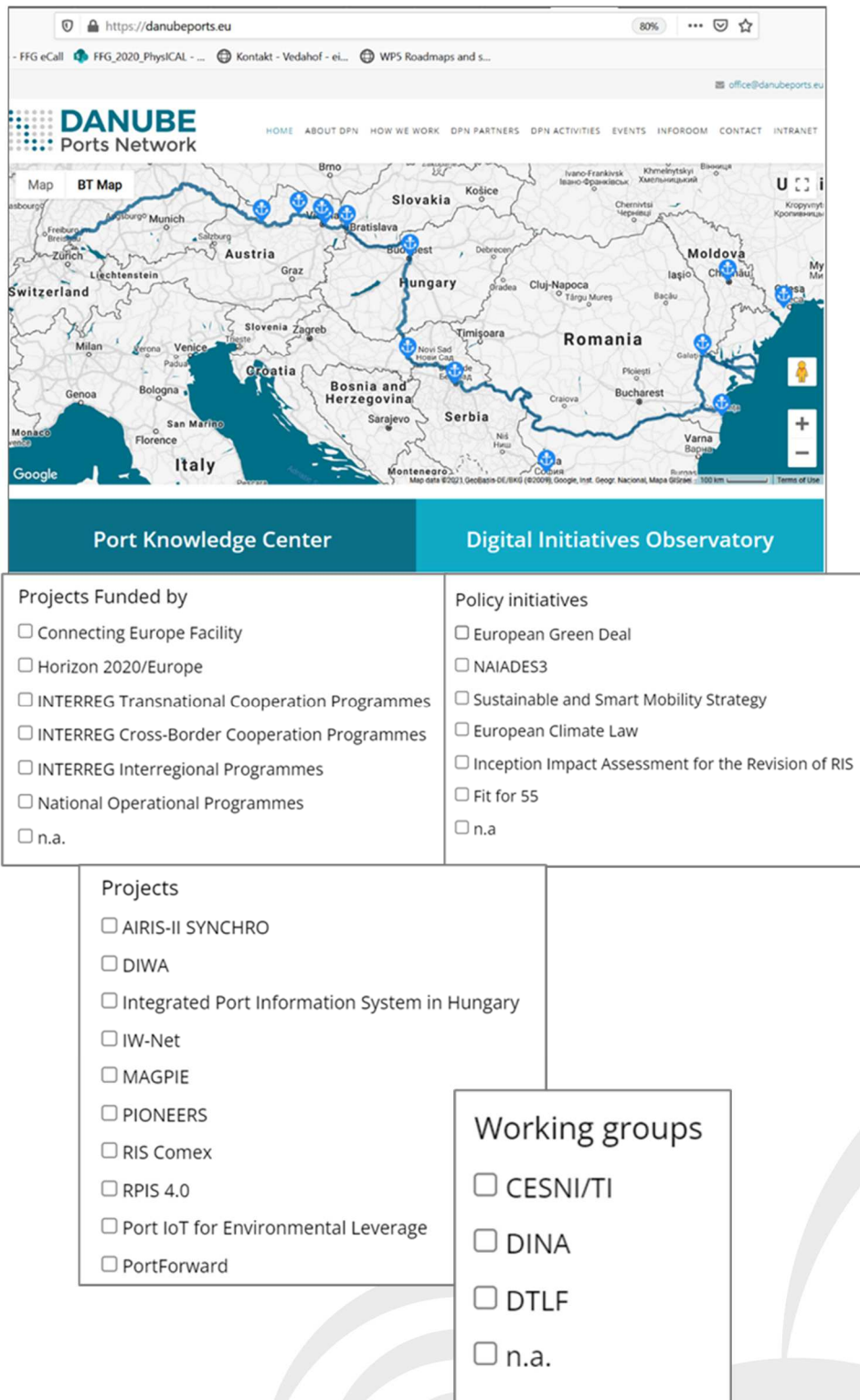
<https://www.danubeports.eu/port-knowledge-center/2-danube-ports-network/90-deliverables-and-outputs>

### 5.2.7.2 Digital Initiatives Observatory

The Digital Initiatives Observatory is the second e-tool added to the DPN website in the frame of DIONYSUS. It consists of digitalisation initiatives along the logistic chains in line with RIS deployments, EU digitalisation policy goals, legislation and measures in relation to IWT. The e-tool consists of an interactive webpage and was periodically updated with the information collected in **D.T2.4.2 Yearly Activity Reports 2020, 2021 and 2022**. It is in such way designed that it enables the visitor a fast and easy access to the most relevant information. By means of dedicated filters, the visitors will select the information which interests them the most, choosing between the following pre-defined categories:

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

The figure below illustrates the Digital initiatives Observatory:



The screenshot shows the website for the DANUBE Ports Network. At the top, there is a navigation menu with links for HOME, ABOUT DPN, HOW WE WORK, DPN PARTNERS, DPN ACTIVITIES, EVENTS, INFOROOM, CONTACT, and INTRANET. Below the navigation is a map of the Danube basin, highlighting the network of ports and connecting routes across several countries including Austria, Hungary, Romania, and others. The map is titled 'BT Map' and includes a search bar and zoom controls.

Below the map, there are two main sections: 'Port Knowledge Center' and 'Digital Initiatives Observatory'. The 'Digital Initiatives Observatory' section is expanded to show a list of projects and working groups.

Projects Funded by	Policy initiatives
<input type="checkbox"/> Connecting Europe Facility <input type="checkbox"/> Horizon 2020/Europe <input type="checkbox"/> INTERREG Transnational Cooperation Programmes <input type="checkbox"/> INTERREG Cross-Border Cooperation Programmes <input type="checkbox"/> INTERREG Interregional Programmes <input type="checkbox"/> National Operational Programmes <input type="checkbox"/> n.a.	<input type="checkbox"/> European Green Deal <input type="checkbox"/> NAIADES3 <input type="checkbox"/> Sustainable and Smart Mobility Strategy <input type="checkbox"/> European Climate Law <input type="checkbox"/> Inception Impact Assessment for the Revision of RIS <input type="checkbox"/> Fit for 55 <input type="checkbox"/> n.a.

Projects	Working groups
<input type="checkbox"/> AIRIS-II SYNCHRO <input type="checkbox"/> DIWA <input type="checkbox"/> Integrated Port Information System in Hungary <input type="checkbox"/> IW-Net <input type="checkbox"/> MAGPIE <input type="checkbox"/> PIONEERS <input type="checkbox"/> RIS Comex <input type="checkbox"/> RPIS 4.0 <input type="checkbox"/> Port IoT for Environmental Leverage <input type="checkbox"/> PortForward	<input type="checkbox"/> CESNI/TI <input type="checkbox"/> DINA <input type="checkbox"/> DTLF <input type="checkbox"/> n.a.

Figure 23: Digital Initiatives Observatory

### 5.2.8 Contribution to European Initiatives (January-December 2021)

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:

- *Preparing Fairway 2 Works in the Rhine-Danube Corridor*

In order to determine the shipping sector's requirements regarding the availability and quality of public mooring places, a survey was initiated. Based on the survey results, the project team undertook preparatory measures for the construction and/or upgrading of public mooring places in the project countries Austria, Croatia and Serbia. DPN supported the dissemination of the survey.

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

The meeting proved extremely fruitful from a multitude of perspectives. It provided a platform to discuss and present the ongoing proceedings directly affecting the legislative framework on inland waterway transport, the impact of the COVID-19 pandemic on the Danube riparian countries, and last but not least, information on the status quo of digitalisation and alternative fuels as well as on the current status of the revision of the TEN-T Regulation.

- *15<sup>th</sup> Online Meeting of the Rhine-Danube Core Network Corridor Forum*

High on the agenda of the meeting was the presentation of the progress of the updated Study on the Rhine-Danube TEN-T Core Network 2021. The presentation addressed several aspects, such as: What has changed compared to the findings in 2017? Which bottlenecks still hamper multimodality? What is the status quo of ongoing projects? This and further relevant questions will be touched by the study which is expected to be published soon.

- *EBU Hybrid Event 2021: IWT Key to Deliver the Green Deal and Contribute to the Sustainable and Smart Mobility Strategy*

200 participants joined the EBU 2021 hybrid event attended by representatives of the European institutions, river commissions and IWT industry representatives.

- *Webinar on Greening Challenges and Stage V*

Under the title Greening Challenges and Stage V, organised by the European IWT Platform and attended by Pro Danube's transnational branch organisations, innovative technology providers, representatives of the public sector as well as international organisations, the core objective of the webinar was to discuss, analyse and provide recommendations on the more than challenging pathway towards a climate resilient European IWT system. Given the adoption of NAIADES III as well as the provisions of the European Green Deal and the Sustainable and Smart Mobility Strategy, the webinar provided a fruitful ground to share information and provide several examples of good practices.

- *NAIADES3 Implementation Group*

The aim of the NAIADES3 Implementation Group is to assist the European Commission in the implementation process of the NAIADES3 Implementation Expert Group. In the frame of the meeting, Pro Danube also representing the DPN, called for a significant reduction of the administrative burden in the application process to EU funds and encouraged the synergy between small operators to optimize the scale of projects.

- *CESNI Hearing on RIS standards*

The scope of the Hearing organised on 9 September 2021 was to identify how the River Information Services (RIS) could better help the integration of inland navigation into logistic chains. DIONYSUS's role in identifying the challenges RIS is facing in the Danube IWT system were presented and discussed. The hearing concluded that digitalisation and other opportunities given by new technologies represent a significant step forward to a sustainable and efficient transport mode. Given that digitalisation lags behind in the Danube IWT sector, DIONYSUS strives to provide effective solutions to overcome this issue.

- *Danube Commission Expert Group on Ports*

During the meeting, the role of the Danube Ports Network (DPN) as a knowledge facilitator and project initiator was highlighted. Launched in the framework of the DAPhNE project, the DPN is an initiative that has emerged in response to a real need to address and reduce the development and innovation gap between the ports situated on the Rhine-Danube Corridor, aiming towards cooperation strengthening between inland and maritime ports in the Danube Region. DPN brings together public and private sea & inland ports and terminal operators from the Danube Region willing to engage in a long-term, active and coordinated cooperation process benefiting the port industry and regional economy at large. Moreover, DPN emphasizes the importance of sharing knowledge and networking to keep the Danube ports at the forefront of global innovation and as such to adapt them to the needs and requirements of a future-oriented European transport system. One of these recent initiatives refers to E4Danube - On-Shore Power Supply in Danube Region Ports. In light of Europe's ambitious target to become the first climate-neutral continent by 2050, E4Danube aims to provide solutions for the transition towards a zero-emission transport mode. The project furthermore aims to comply with the corridor approach in order to reflect the possibilities for a harmonised financing, invoicing, and payment framework.

The presentations are available for download here:

<https://www.danubecommission.org/dc/en/2021/10/22/expert-meeting-for-the-development-of-ports-and-port-operations-em-ports/>

### 5.2.9 Other relevant DIONYSUS events

The following events, organised during RP 2 and RP 3 of the project, played an important role in facilitating the creation of new knowledge for the benefit of the Danube port community:

- *Workshop on Ports & Agricultural Products Traffic in the Lower Danube Region Countries*

The event brought together Lower Danube Region's port administrations, port operators and service providers (storage operators), agricultural producers and traders as well as logistics service providers to discuss on the present and future traffic flows in the Danube Region. The workshop analyzed the existing transport infrastructure together with the status-quo of the on-going and planned infrastructure projects, as basis for the elaboration of various assumptions on potential traffic and trade agricultural flows of the Danube ports. The workshop was organised on 17 November 2021 by AAOPFR.

- *Second Workshop on Container Liner Services*

Organised on 7 December online by FTTE, the core objective of the second 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. The event was a follow-up of the successful event organised in December 2020 by the Port of Constanta.

- *First Workshop to Facilitate Cross-Border/Cross Black Sea Services*

The aim of the First Workshop to facilitate cross-border/cross Black Sea services (08.12.) aimed to identify the possibilities and opportunities to build up new transport links among the Danube corridors and the riparian Black Sea & Central Asia regions.

The workshop analysed the existing transport infrastructure together with the status-quo of the on-going and planned infrastructure projects, as basis for the elaboration of various assumptions on potential traffic and trade flows of the Danube ports in connection to the development of the transport links to the corresponding corridors, collecting important and valuable feedback for the design and operation of potential new cross-border/cross-Black Sea transport links.

- *Workshop on Ports & Agricultural Products Traffic in the Middle Danube Region Countries*

The event targeted Middle Danube Region's port administrations, port operators and service providers (storage operators), agricultural producers and traders as well as logistics service providers. It discussed present and future traffic flows and the throughputs of agricultural products in the ports located in the sub-region Middle Danube (HU, HR, RS).





Danube ports and the new logistics chains, ii) transport of goods on the Lower Danube – reflecting on infrastructure conditions, opportunities, and challenges, iii) digitalization trends and intermodal logistics in the Danube Region.

Keynote interventions were delivered by Mrs. Isabelle Ryckbost, Secretary General of the European Sea Ports Organisation (ESPO) and Mr. Alain Baron, Adviser to the Rhine-Danube Corridor Coordinator. Both interventions highlighted that despite the challenges caused both by the conflict in Ukraine as well as by the immediate consequences of climate change – ports must maintain their forefront role in the international distribution of goods.

Two interactive sessions – on intermodality and logistic chains moderated by the Danube Commission as well as on digitalisation in the Danube Region moderated by Pro Danube Management – brought together experts and stakeholders to discuss these vital aspects of Danube transportation. While the first session aimed at identifying adequate solutions to the most common hurdles that still need to be overcome – both in terms of proper fairway maintenance as well as considering the difficulties caused by the conflict in Ukraine, the second session, on digitalisation, discussed the future of IWT in the digital age, providing concrete examples of good practices from Western, Central and Eastern Europe. It was concluded that proper navigability conditions need to be adequately ensured and maintained continuously in order to enable the functioning of reliable logistic services, whereas digitalisation is an indispensable prerequisite for the implementation of the ambitious climate goals enshrined in the European Green Deal.

The presentations delivered in the frame of the Danube Ports Day 2022 event are available for download here: <https://www.danubeports.eu/info-room/127-save-the-date-danube-ports-days-will-be-organised-on-4-october>.

### 5.3.2 DPN Coordination Meeting

The third Coordination Meeting was organised by PDM in cooperation with EHO, whereas the fourth meeting is foreseen to be organised preceding the Danube Ports Day event, organised by PDM in cooperation with PGA in Constanta.

Organised online on 6 April, the core objective of the third Danube Ports Network (DPN) Coordination Meeting was to undertake a thorough review of the activities carried out in the frame of DIONYSUS where the DPN is at the heart of coordinated project capitalisation tasks. The DPN is a vital element of project implementation, knowledge-creation, and transfer, contributing to synergies with EU transport policies and other port development-related projects. A project idea initiated by the DPN and currently under elaboration refers to the advantages and challenges of on-shore power supply (OPS) in the greening process of Danube ports considering the ambitious legislative framework adopted by the European Union in terms of climate neutrality.

The fourth Coordination Meeting provided an insight into the foreseen capitalisation activities which were rolled-out during the last project implementation year. It provided the opportunity for port representatives to discuss and debate on key topics relevant for the DR port sector development contributing to the DIONYSUS “capital of knowledge” in relation to port strategy and infrastructure development, focusing on the ports’ needs and interests.

### 5.3.3 Report on EU and Transnational Partnerships & Coordination Activities. Current Status (RP 5)

As foreseen in the Project Capitalisation Strategy and the AF, meetings in Periods 4 & 5 were organised with EUSDR PA 1a & PA 1b, with the RIS COMEX Project Coordinator, EFIP and representatives of the European Commission. The results of these meetings will feed into D.T3.3.3 (due in November 2022). The final version of this deliverable is currently under elaboration.

#### 5.3.4 Second edition of the Danube Ports Handbook

Two editions of the Danube Ports Handbook were elaborated and published within DIONYSUS. The first edition was published in December 2021, whereas the second edition was finalized and published in October 2022.

The Danube Ports Handbook is based on the results of 2 surveys which were carried out amongst the ports of the Danube Region to collect information on port traffic in the midst of the COVID-19 pandemic covering the years 2019, 2020 and 2021. While Danube shipping is closely correlated with developments in the regional and global economy, the average number of port calls as well as the number of handled products and traffic passenger transport generated useful insights into the impact of the COVID-19 crisis on Danube navigation. The survey furthermore touched upon topics linked to procedural restrictions that may have impaired a smooth transport flow. The surveys were elaborated by the teams of Pro Danube Management (AT) in cooperation with Public Ports (SK), Ennshafen Port (AT), the Hungarian Federation of Danube Ports (HU), Constanta Maritime Ports Administration (RO) and the Port Governance Agency (RS) with the support of the DPN.

15 ports participated in the survey: Ennshafen Port (AT), Port of Vienna (AT), Port of Bratislava (SK), Port of Komarno (SK), Centroport (HU), Port of Novi Sad (RS), Port of Belgrade (RS), Port of Pancevo (RS), Port of Smederevo (RS), Port of Lom (BG), Port Bulmarket (BG), Port of Constanta (RO), Port of Reni (UA), Izmail Port (UA) and Ust Dunaisk Port (UA).

Each port portrayed within the handbook is briefly described, highlighting its main infrastructure facilities as well as information on their access to transport corridors.

Both editions of the Danube Ports Handbook are available for download here:

<https://www.danubeports.eu/port-knowledge-center/2-danube-ports-network/89-publications>.

The following figures provide an overview of both editions of the Danube Ports Handbook, two publications that played a vital role in creating new knowledge and a comprehensive understanding on the impact of the COVID-19 pandemic on port operations



Figure 25: Danube Ports Handbook 2021 & 2022

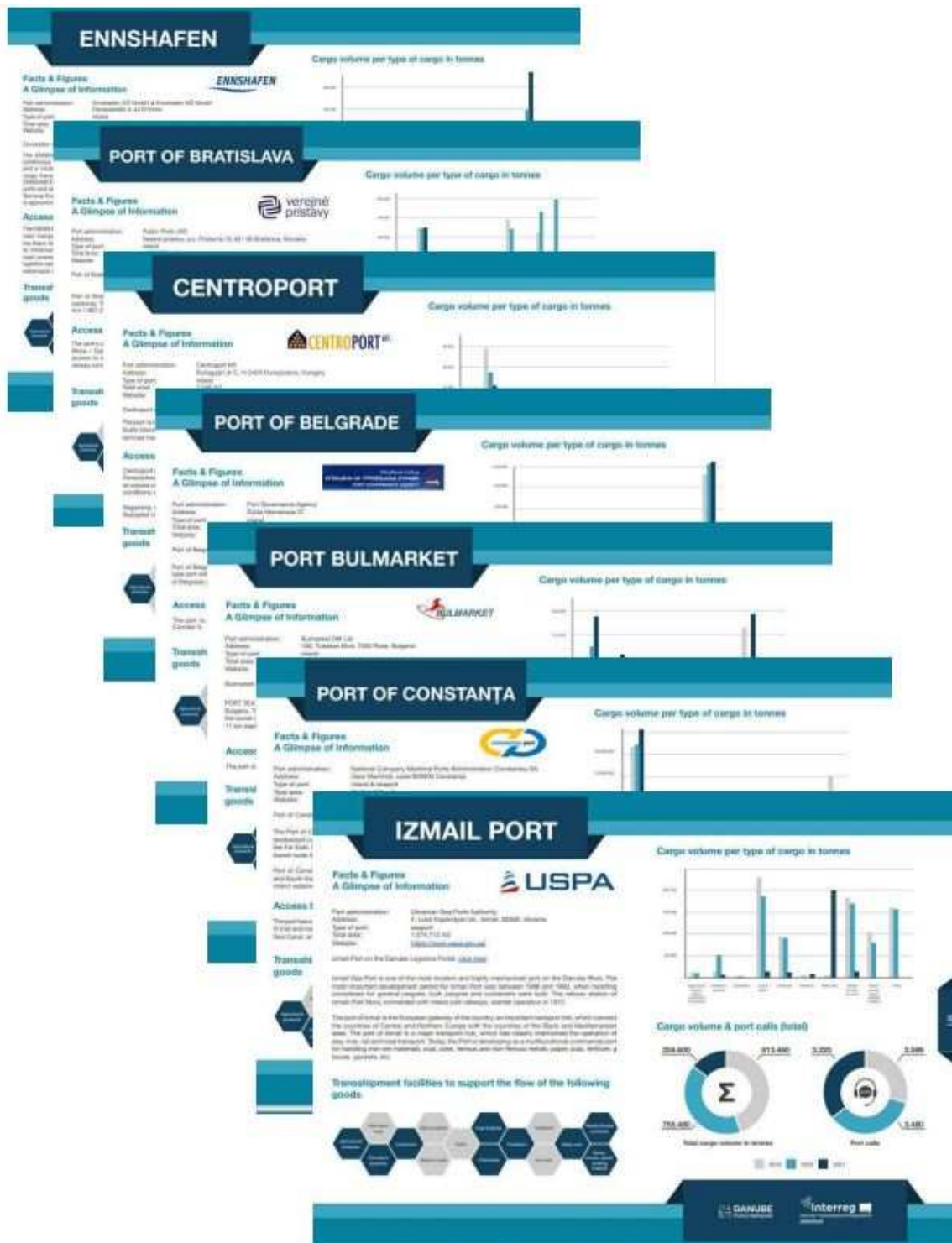


Figure 26: Danube Ports Handbook – overview

### 5.3.5 DPN Capitalisation Factsheet 2022

An important component of the dissemination and communication activities carried out by the DPN are the DPN Capitalisation Factsheets. In the framework of DIONYSUS, 3 capitalisation factsheets (2020, 2021 and 2022) were elaborated. The final one was published in October 2022 and is available for download here:

[https://www.danubeports.eu/images/DIONYSUS\\_Capitalisation\\_Factsheet\\_2022.pdf](https://www.danubeports.eu/images/DIONYSUS_Capitalisation_Factsheet_2022.pdf).

The figure below illustrated the DPN Capitalisation Factsheet 2022:



Figure 27: DPN Capitalisation Factsheet 2022

### 5.3.6 Newsletters 2022

During the year 2022 covering Periods 4 and 5 of DIONYSUS, two newsletters were already published, whereas a third one is foreseen to be elaborated end of December. These newsletters have the scope to inform the interested audience – both in the Danube Region and beyond – about the latest developments

in the frame of the project. DPN is actively involved in the elaboration of the DIONYSUS newsletters informing the interested audience about the ongoing and future proceedings as well as the implementation status of the project. The newsletters are available for download here:

<https://www.danubeports.eu/port-knowledge-center/2-danube-ports-network/89-publications>.

### 5.3.7 Contribution to European Initiatives (January-December 2022)

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 MFF 2021-2027. The following list provides a brief overview:

- Danube Commission Expert Group on Ports

DPN's intervention initiated a fruitful discussion among experts from the Danube-riparian countries in view of applicability, economic viability, and environmental impact. It was concluded that OPS indeed has the capacity to play an essential role in the greening transition of Danube inland and seaports. The successful greening transition of Danube ports must be tackled as a joint transnational effort having the corridor approach as a priority, for which the DPN is ready to provide its full support.

- NIADES Implementation Group

The role of this Expert Group is to provide advice and expertise to the Commission's Directorate-General for Mobility and Transport (DG MOVE) in relation to inland navigation issues. Its tasks are the following:

- to provide advice to the Commission for the preparation of legislative proposals and policy initiatives in the inland navigation sector.
- assist the Commission in the implementation of the NIADES Action Programmes.
- give advice and provide input to the Commission in the preparation of the progress reports of the NIADES Action programmes.
- support the Commission with regard to the policy-making discussion concerning the EU transport policy in the inland navigation sector, including aspects related to governance and cooperation with international river commissions and other relevant international organisations.
- provide input for the discussion of other topics of general interest for the sector, including, inter alia, the smooth integration of inland navigation transport in the TEN-T, the achievement of good navigation status, innovation and technological development issues, greening of inland navigation transport, new business models, innovative financing schemes or market enabling measures supporting modal-shift objectives.
- FAIRway works! & Preparing FAIRway 2 Advisory Committee

The aim of the meeting was to discuss the current status of both projects as well as their expected impact on the overall well-being of IWT. Important topics - such as the Upgrade of the Serbian Iron Gate 2 locks, Serbian Equipment for Good Navigation Status, Austrian Equipment for Good Navigation Status, as well as the Alternative Fuels Infrastructure Facility were - just to mention a few - high on the agenda. Both actions are co-financed by the Connecting Europe Facility of the European Union and are implemented by the waterway management organisations of Austria, Croatia, and Serbia.

- NIADES & DINA Expert Group

High on the agenda were topics concerning the adoption of legislation aimed at supporting the implementation of the goals stipulated in NAIADES III and the status of digitalisation - considered a prerequisite for competitive waterborne transportation.

### 5.3.8 Other relevant DIONYSUS events

- *Ports and agricultural ports traffic in the Upper Danube Region Countries*

As part of A.T3.2, the Regional Workshop dedicated to Ports and Agricultural Products Traffic was organised by PP14 Wieser Consult. The workshop discussed present and future traffic flows, the throughputs of agricultural products in the ports located in the sub-region Upper Danube (AT, DE, SK). The workshop analysed the existing transport infrastructure together with the status-quo of the on-going and planned infrastructure projects, as basis for the elaboration of various assumptions on potential traffic and trade agricultural flows of the Danube ports Infrastructure and superstructure needed in the ports, as well as connecting road and rail infrastructure, were identified and mapped.

- *3<sup>rd</sup> Workshop on Container Liner Services*

Organised in the framework of the DIONYSUS project by the Port of Constanta, the third workshop on Container Liner Services successfully brought together more than 50 participants involved in the promotion and development of containerized transport on the Danube ranging from decision-makers, representatives of the Danube Transnational Program, of EFIP and viadonau to members of the project consortium, academia as well as business representatives operating on the Danube and beyond.

The third and final event in this series offered the stage for interested stakeholders to discuss the potential and future of container transport on the Danube. The event set the scene to reflect and evaluate aspects related to lessons learned and new market conditions, and the prospects for relaunching and supporting this type of transport.

- *2<sup>nd</sup> Stakeholders' Meeting on Port Pricing Systems*

Organised in the frame of DIONYSUS, the 2<sup>nd</sup> Stakeholders' Meeting on Port Pricing Systems was successfully organised on 14 June by the Port Authority Vukovar. The event brought together experts from the Danube Region to discuss applied port pricing principles and methodologies in Austria, Croatia, Hungary, Serbia and Romania.

- *New Opportunities for Cargo Traffic through the Port of Constanta*

The 14<sup>th</sup> edition of the Constanta Port Day, organised in Budapest, provided the stage to discuss and present the potential of containerized transport on the Danube between Central Europe and the Black and Caspian Sea area. Three reference companies representing port operators - Comvex, TTS, and SCS - attended the meeting and provided first-hand insights into their further development capabilities. Attended by key players of the Hungarian industry, the Constanta Port Day offered excellent networking opportunities with the aforementioned Romanian companies to discuss possibilities of potential cooperation, highlighting the advantages of the Port of Constanta as an important transport hub for Central and Eastern Europe.

- *Policy Enquete in Brussels with DG AGRI, DG REGIO, DG MOVE*

The innovative approach to integrate rural, regional and transport development policies for the assessment of the IWT potential and port infrastructure and superstructure needs in the Danube region shall be disseminated and promoted at the EU level. As the main instrument for this purpose, the PPs will prepare and execute of one Policy Event in Brussels involving relevant DGs (AGRI, REGIO, MOVE) and

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industry stakeholders. The event in kind of an Enquete was initially planned for RP 4 (April 2022) to be organized by WCons with the support of all implementing PPs. According to the most recent information, the Enquete is foreseen to be organised in December 2022 (RP 5).



## 6 Conclusions

The core objective of the Project Capitalisation Strategy was to create the necessary premises for an adequate environment to facilitate knowledge-transfer activities for the benefit of the Danube ports community. Capitalisation was understood in the frame of the project way more than the mere dissemination of project results and outputs. As such, several publications were successfully elaborated and disseminated: two editions of the **Danube Ports Handbook**, 5 editions of a newsletter (whereas a final one is due in December 2022) as well as 3 editions of a **DPN Capitalisation Factsheet**. These publications played an important role in disseminating project results and enhance project visibility in the Danube Region and well beyond. The aim of these publications was manifold: to present relevant port statistics collected via dedicated surveys (Danube Ports Handbook), to inform about the activities carried out by the Danube Ports Network or with its support (DPN capitalisation factsheets) and last but not least, to inform the wider IWT community about the milestones achieved in the implementation process of DIONYSUS (newsletters elaborated with the direct support of the DPN). These publications were successfully disseminated and made available on the website of the Danube Ports Network via the Port Knowledge Center. Equally important to highlight are the knowledge-transfer events organised with the participation of renowned experts of the IWT industry aiming to provide insights into their various activities, examples of good practices and concrete recommendations in light of the challenging adaptation process to the ambitious climate goals enshrined in the European Green Deal.

In line with the objectives of both the AF and the Project Capitalisation Strategy, the functionalities of the DPN website were successfully extended during RP 2 with two important e-tools, namely the **Port Knowledge Center** and the **Digital Initiatives Observatory**. Hosted by the DPN website, both instruments served in the frame of DIONYSUS as important knowledge creation facilitators, fulfilling vital tasks in efficiently transferring relevant knowledge to the Danube ports community.

In terms of knowledge-transfer events, the **Danube Ports Day** events set the scene to discuss various aspects related to port development issues such as shore side electricity, integrated logistics solutions, digitalisation and greening, providing at the same time examples of good practices from Western, Central and Eastern Europe. These events were attended by renowned experts of the IWT sector, decision makers and representatives of the industry from the Danube Region and beyond.

Likewise important to highlight is the participation of the DPN at various relevant European Initiatives such as – to name just a few – the NAIADES3 Implementation Group, the Danube Commission's Expert Group on Ports or the CESNI Hearing on RIS Standards.

The table below aims to provide a concise evaluation of the implementation process of the Project Capitalisation Strategy. For this purpose, the **use of specific KPIs – cost indicator, time indicator and efficiency indicator** – are proposed:

	<b>COST</b>	<b>TIME</b>	<b>EFFICIENCY</b>
<b>PORT KNOWLEDGE CENTER</b>	covered by DIONYSUS (A.T3.3)	RP 2	milestone reached
<b>DIGITAL INITIATIVES OBSERVATORY</b>	covered by DIONYSUS (A.T2.4)	RP 2	milestone reached
<b>DANUBE PORTS HANDBOOK</b>	covered by DIONYSUS (A.T3.3)	RP 3 & 5	milestone reached
<b>DPN CAPITALISATION FACTSHEETS</b>	covered by DIONYSUS (A.T3.3)	RP 1, 3 & 5	milestone reached
<b>NEWSLETTERS</b>	covered by DIONYSUS (A.C.2)	RP 1-5	milestone reached (last edition due in December 2022)
<b>O.T3.6 DANUBE PORTS DAYS</b>	covered by DIONYSUS (A.T3.3)	RP 1, 3 & 5	milestone reached
<b>O.T1.4 WORKSHOPS CONTAINER LINER SERVICES</b>	covered by DIONYSUS (T1)	RP 1, 3, 4	milestone reached
<b>O.T1.7 WORKSHOPS TO FACILITATE WATERBORNE CROSS-BORDER/CROSS BLACK SEA SERVICES</b>	Covered by DIONYSUS (T1)	RP 3, 4, 5	milestone reached
<b>O.T2.4 STAKEHOLDERS MEETING: PORT PRICING SYSTEMS</b>	covered by DIONYSUS (T2)	RP 3, 4	milestone reached
<b>O.T3.2 THREE NATIONAL/REGIONAL STAKEHOLDER WORKING MEETINGS AND 1 INTERNATIONAL EVENT</b>	covered by DIONYSUS (T3)	RP 2, 3, 4, 5	milestone reached
<b>O.T3.8 REGIONAL STAKEHOLDER WORKSHOPS</b>	covered by DIONYSUS (T3)	RP 3, 4, 5	milestone reached
<b>O.T3.10 ONE POLICY ENQUETE IN BRUSSELS INVOLVING RELEVANT DGS</b>	covered by DIONYSUS (T3)	RP 5	rescheduled for RP 5 (December 2022)
<b>CONTRIBUTION TO</b>	covered by DIONYSUS	RP 1-5	milestone reached

	<b>COST</b>	<b>TIME</b>	<b>EFFICIENCY</b>
<b>EUROPEAN INITIATIVES</b>	(A.T3.3)		
<b>SYNERGIES WITH OTHER PROJECTS</b>	covered by DIONYSUS (A.T3.3)	RP 1-5	milestone reached

**Figure 28: Evaluation of the implementation of the Project Capitalisation Strategy**

As can be concluded from the table above, the Project Capitalisation Strategy was effectively implemented. The vast majority of the proposed milestones (status November 2022) have been reached, whereas few of them are due in the final month of the lifespan of DIONYSUS.

## 7 Annex

- Internal project capitalisation through the DPN

**LEAD**  
PDM

- CONTRIBUTORS**
- PDR
  - HFP
  - EHO
  - PGA
  - VPAS
  - PAV
  - BRCCI
  - USPA
  - MPAC
  - POB
  - POVIE
  - DANLOG / GIPF

- OTHER DPN PARTNERS**
- OPICO
  - APDM
  - IGDD
  - RHENUS KREMS

**ACT T 3.3 PROJECT CAPITALISATION THROUGH DPN**

**EU and Transnational partnerships and coordination activities**

EUSDR PACI (PA 1A, PA 1B)  
RIS COMEX  
DG MOVE, DG Regio  
EFIP

**Knowledge transfer activities & tools**

Port Knowledge Center  
Publications  
Events  
Digital Initiatives Observatory

**Synergies with other projects**

PLATINA, LASTING, DIWA, etc.

**Interaction with Industry Reference Group**

Coordination Meetings (2020, 2021, 2022)

Annual Workplans and Activity Reports

Roadmap for follow-up activities

**DIONYSUS WORKPACKAGES**

**T1 Transport Corridors & IWT Markets**

Acc. T1.1 Transport Corridors (Status of Planning & Gap Analysis)

Acc. T1.2 IWT Market Analysis (Cargo & Passengers)

Acc. T1.3 Case Study Container Liner Service

Acc. T1.4 Danube Corridor Promotion & Enhanced Connectivity

**T2 Danube Inland & Sea Ports Analysis & Recommendations**

Acc. T2.1 Multi-Intermodal Facilities & Services (Status & Requirements)

Acc. T2.2 Rail & Road Connectivity (Accessibility & Services)

Acc. T2.3 Port Tariffs - Tool for port & hinterland transport development

Acc. T2.4 Danube Port Digitalisation (Strategy & Action Plan)

**T3 Integrated Port Development**

Acc. T3.1 Matching Regional Economic Development / Transport Infrastructure & Port

Acc. T3.2 Case Study Agricultural Products (Ports & Access Infrastructure Needs)

Acc. T3.3 Project Capitalisation Through Danube Ports Network

Acc. T3.4 Infrastructure Master Plan for River Cruise Industry

**T4 Pilot Cases**

Port Development Plans (AT, HU, RO, BG, HR, RS, UA)

Operational/Business development plan (SK)

Integrated Port Development Plan (MO)

**2020 (RP1)**

**OUTPUTS**

Acc. T1.1 Transport Corridors (Status of Planning & Gap Analysis)

Acc. T1.2 IWT Market Analysis (Cargo & Passengers)

Acc. T1.3 Case Study Container Liner Service

Acc. T1.4 Danube Corridor Promotion & Enhanced Connectivity

**EVENTS**

Regional workshop #1: Container Liner Services

Acc. T2.1 Multi-Intermodal Facilities & Services (Status & Requirements)

Acc. T2.2 Rail & Road Connectivity (Accessibility & Services)

Acc. T2.3 Port Tariffs - Tool for port & hinterland transport development

Acc. T2.4 Danube Port Digitalisation (Strategy & Action Plan)

Acc. T3.1 Matching Regional Economic Development / Transport Infrastructure & Port

Acc. T3.2 Case Study Agricultural Products (Ports & Access Infrastructure Needs)

Acc. T3.3 Project Capitalisation Through Danube Ports Network

Acc. T3.4 Infrastructure Master Plan for River Cruise Industry

**EVENTS**

Danube Ports Day 2020

**2021 (RP 2, RP 3)**

**OUTPUTS**

Awareness and promotion strategy for Danube transport (in Strategy & Action Plan)

Policy recommendations for Container Liner Service on the Danube River

**EVENTS**

Regional workshop #2: Container Liner Services

Workshop #1: Transport Corridors Connections

**OUTPUTS**

Acc. T2.1 Multi-Intermodal Facilities & Services (Status & Requirements)

Acc. T2.2 Rail & Road Connectivity (Accessibility & Services)

Acc. T2.3 Port Tariffs - Tool for port & hinterland transport development

Acc. T2.4 Danube Port Digitalisation (Strategy & Action Plan)

Acc. T3.1 Matching Regional Economic Development / Transport Infrastructure & Port

Acc. T3.2 Case Study Agricultural Products (Ports & Access Infrastructure Needs)

Acc. T3.3 Project Capitalisation Through Danube Ports Network

Acc. T3.4 Infrastructure Master Plan for River Cruise Industry

**EVENTS**

Regional Workshop #1: Ports & Agricultural Products Traffic in the Danube Region Countries (DE/AT/SK)

Regional Workshop #2: Ports & Agricultural Products Traffic in the Danube Region Countries (HU/RS/HR)

Danube Ports Day 2021

Regional Workshop #1: River Cruise Industry in the Danube Region Part, Present & Future (DE/AT/SK)

**2022 (RP4, RP 5)**

**OUTPUTS**

IWT Market Observatory

Gap analysis Recommendations for container enhancement

Policy recommendations for Container Liner Service on the Danube River

**EVENTS**

Regional workshop #3: Container Liner Services

Workshop #2: Transport Corridors Connections

**OUTPUTS**

Strategy for the development of a multi-intermodal transport network in Danube corridor

Tool for flexible dynamic pricing supporting port and IWT hinterland development

Integrated Danube Transport Control/Digitalisation Strategy & Action Plan

National recommendations and Consolidated Strategy Plan

Strategy & Recommendations for optimising the waterborne transport of agricultural products in the Danube Region

Intermodal logistical transport cases for new waterborne waterborne logistical chains

Project Capitalisation Strategy/Evaluation Report

Consolidated Danube Region Inland Master Plan including Recommendations for sustainable growth of River Cruise Industry

**EVENTS**

Regional Workshop #3: Ports & Agricultural Products Traffic in the Danube Region Countries (RO/BG/MQ/UA)

International Conference: Agricultural Products Traffic in the Danube Region

Danube Ports Day 2022

Regional Workshop #2: River Cruise Industry in the Danube Region Part, Present & Future (HU/RS/HR)

Regional Workshop #3: River Cruise Industry in the Danube Region Part, Present & Future (RO/BG/MQ/UA)

Policy Dialogue in Brussels with DG Agri, Regio, Move

**DIONYSUS COMMUNICATION AND DISSEMINATION STRATEGY**

**CAPITALISATION STRATEGY**