



Interreg



EUROPEAN UNION

Danube Transnational Programme DIONYSUS

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

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1 Description of the Output [Application Form]

1.1 Event's purpose, goals, and objectives

As part of the Output OT2.4, the 1st Stakeholders' Meeting on Port Pricing Systems is organized with the purpose of obtaining an insight into mechanisms and nature of pricing of port infrastructure and port services.

Since the Danube region has different port management systems, it is necessary to get acquainted first with various approaches to port governance in different countries along the Danube, as governance systems have a crucial influence on the type of pricing systems applied in ports. Furthermore, in order to have a common starting point for the port pricing systems, a theoretical setup of port pricing needs to be thoroughly discussed.

The core of the meeting is planned to contain the deep insight into current port pricing approaches in the Danube region ports. Issues such as 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 will be discussed. As a foreword for the next stakeholders' meeting, the focus will also be on the suggestions and possibilities for introduction of flexible/dynamic port tariffs for port authorities (so-called "sliding" tariffs). This approach will be examined as a tool for attracting and concentrating cargo and boosting economic activities in ports and their hinterlands, discouraging congestion processes and encouraging higher utilization when needed. Concluding discussion is planned to tackle the possibilities and barriers for application of dynamic port tariffs in Danube ports.

1.2 Event's main topics (as per the agenda)

- Port Pricing
- Danube Ports Governance Structures
- The Nature of Port Charges
- Principles and Approaches of Port Pricing
- Blitz Review of Port Fees System in Austria
- Blitz Review of Port Fees System in Slovakia
- Blitz Review of Port Fees System in Hungary
- Blitz Review of Port Fees System in Croatia
- Blitz Review of Port Fees System in Serbia
- Blitz Review of Port Fees System in Romania (Case study: Constanta Seaport)
- Presentation of O.TI.2 Fairway impact calculation tool

1.3 Event's policy context (Contribution to EUSDR actions and/or targets etc., national, EU policies etc.)

The successful implementation of the DIONYSUS will contribute to the realization of the transport core network by 2030, by facilitating the timely and efficient

development of significant parts of Danube core network corridor, thereby promoting growth and job creation at national level, in line with Europe 2020 Strategy. Furthermore, DIONYSUS will contribute the achievement of important EU transport and infrastructure policy objectives (2011 White Paper) such as: the establishment of major interoperable transport axes interconnecting national networks and facilitating the functioning of the internal market; enhancing accessibility of peripheral areas of the EU; facilitating a more balanced modal distribution. Currently, there is no overall and coordinated strategic plan for ports and waterborne transport infrastructure development in the DR. Thus, it fills this gap within EUSDR context. One of the declared goals of Pillar 1 (connectivity) is to develop “Multi-modality of transport regional and multi-modal transport nodes” as well as “functional linkages between international/national transport routes and regional/local transport and logistics networks”. Accordingly, the elaboration of measures for port infrastructure improvement is needed. The national plans are ordered to be reviewed with regard to “their integration into national and local development strategies”. Also, other EUSDR objective is to open the DR up to the Black Sea region. Some of the priority areas of the EUSDR, such as PA1a, are particularly important i.e. cargo transport on the river is to be increased by 20 % by 2020 compared to 2010 (tg. 1) and the development of efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020 (tg. 3), since they require the development and coordination of ports, including those in the Black Sea region. DIONYSUS contributes to the thematic work of the PA 1a WG for Ports.

1.4 Event’s expected outcome

- Understanding of the specific nature of port infrastructure charges
- Understanding of the mechanisms affecting the typology of port pricing systems
- Understanding of the dependence of tariff policy on the governance structure of ports in various countries.
- Overview of currently applied port tariff systems in the Danube countries.

1.5 Target audience

- national public authorities
- infrastructure and (public) service providers
- SMEs
- business support organizations
- International organizations under inter-national law
- Other

1.6 Event’s type (conference, workshop, etc)

Two (2) Stakeholders’ meetings.

1.7 Event's format: Virtual Event, In-person, Hybrid

Virtual events.

1.8 Contributing deliverables to the Output (relationship with any project deliverable leading to the output)

- D.T2.3.1 Study report on port pricing systems
- D.T2.3.2 Summary report on Danube ports governance structures
- D.T2.3.3 Questionnaire on the applied pricing principles in ports



2 Abbreviations

Abbreviation	Explanation



3 Target Groups

3.1 Event #1: 1st Stakeholders' meeting on Port Pricing Systems

		Number of Participants
1.	Business support organization	7
2.	Higher education and research	5
3.	Infrastructure and (public) service provider	28
4.	International organization under international law	3
5.	Local public authority	-
6.	National public authority	4
7.	Other – IWT and port operators	9
8.	SME – private port operators and SMEs	3

3.2 Event #2: 2nd Stakeholders' meeting on Port Pricing Systems

		Number of Participants
1.	Business support organization	8
2.	Higher education and research	2
3.	Infrastructure and (public) service provider	0
4.	International organization under international law	1
5.	Local public authority	0
6.	National public authority	4
7.	Other – IWT and port operators	4
8.	SME – private port operators and SMEs	5

4 Conclusions & Lessons Learnt

4.1 Event #1: *1st Stakeholders' meeting on Port Pricing Systems*

- No post-event reports were required and no such reports were prepared.
- The meeting provided inputs for the Deliverable D.T2.3.4 Study report on port costing and pricing in the Danube region.

4.2 Event #2: *2nd Stakeholders' meeting on Port Pricing Systems*

- The meeting was partially based on the final part of the D.T2.3.4 Study report on port costing and pricing in the Danube region
- The regulations, although mostly similar still differ from one country to other so no one-solution-fits-all is applicable
- Different legal and regulatory frameworks halt any kind of advancements, while long term plans and goals are individually set on national and regional levels

5 Annexes

5.1 Event #1: *1st Stakeholders' meeting on Port Pricing Systems*

ZIP file with the following documents/files (sent out to all PPs by e-mail from iC on 24/02/2022 at 15:42 CET):

- ✓ Agenda
- ✓ List of Participants
- ✓ Presentations
- ✓ Screenshots

5.2 Event #2: *2nd Stakeholders' meeting on Port Pricing Systems*

ZIP file with the following documents/files:

- ✓ Agenda
- ✓ List of Participants
- ✓ Meeting Minutes
- ✓ Presentations
- ✓ Video recording and Screenshots of the meeting