



GATEWAY TO EUROPE

Cooperation of the ports on the western coast of
the Black Sea and the ports on the River Danube

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Sofia, March 22nd, 2017

POINT OF DEPARTURE

- Lower Austria had the Presidency of the Working Community of the Danube Regions 1912-13
- The Governor of Lower Austria, Dr. Erwin Pröll, in his function as President of the Working Community, initiated the cooperation of the Danube Regions and Danube Ports with the Regions and Ports of the Western Black Sea.
- Baden-Württemberg had the Presidency 2014-15
- Start of the EU Danube region strategy 2011
- Working Group # 4 of the TEN revision of the European Commission: „TEN T to the rest of the world“
- Task Force of the Federal Ministry for Economies: Integrated regional program Black Sea Region

EU BLACK SEA und KAUKASUS POLITIKS

While in the past decades was trade between Europe and North America the most important relationship, which has encouraged the development of the North Sea ports, the trade with the East and South-East Asia now become dominant and will continue to grow.

EUROPEAN UNION STRATEGY for the DANUBE REGION (EUSDR)



The

EUSDR

**is the chance to develop the
space, the Danube cities
and the transport
infrastructure dynamically**

EUSDR Priority Area 1 (a+b):

Main Challenge is the importance of proper

HINTERLAND CONNECTIONS OF SEA PORTS



TEN-T POLICY REVIEW EXPERT GROUP 4

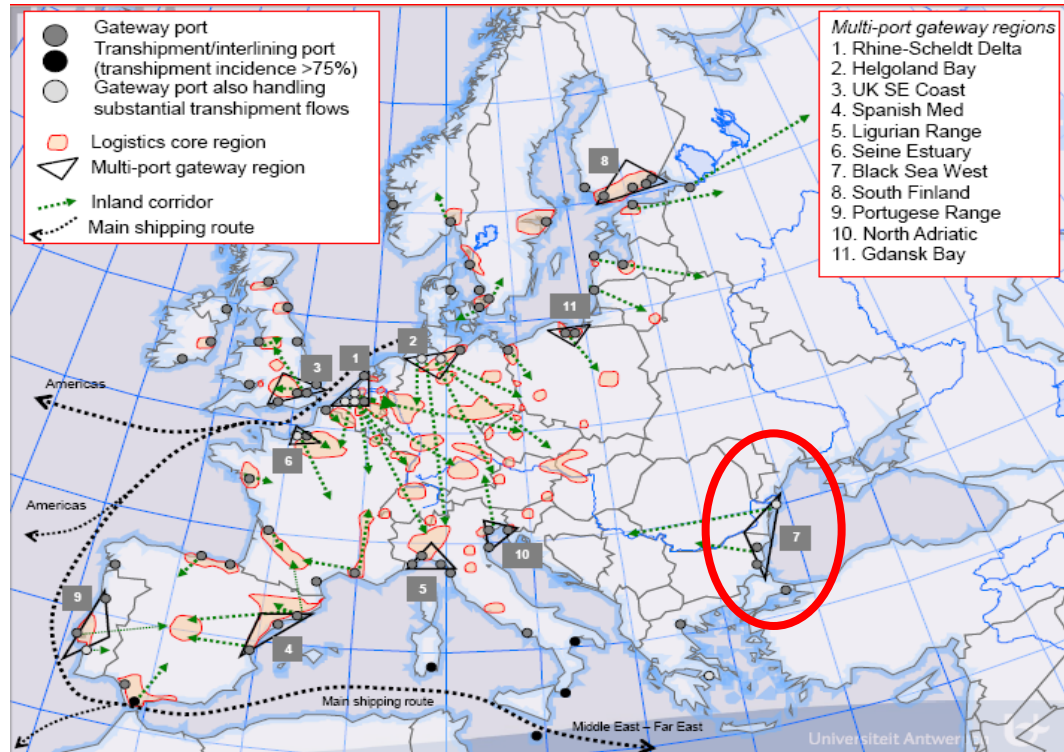
METHODOLOGY FOR TEN-T PLANNING

Ten-T Extension outside the EU

DG MOVE

NETWORK DESIGN: 1st STEP: NODES

- **Functionalities of nodes in transport:**
 - origin and/or destination of transport flows (production / consumption)
 - connection of links within one mode (incl. comprehensive network)
 - linkage between modes (intermodal interfaces)
 - intra- and intermodal linkage long-distance – regional – local traffic (nodes as centres of local / regional collection / distribution)
- **Hierarchy, according to size and strategic importance:**
 - capitals of all EU member states and of neighbouring countries
 - important other cities, e.g. greater than 1 M inhabitants or “MEGA’s” (ESPON)
 - “natural nodes”: smaller cities, however important (due to location at crossing points of main transport corridors)
 - gateway ports, other important ports, “Motorways of the Sea” ports;
 - hub airports, regional airports, airports in peripheral regions, freight terminals of supra-regional importance.



Source: Theo NOTTEBOOM (2009) *Economic analysis of European seaport system revised by the actors*

Arbeitsgemeinschaft Donauländer

- Promote awareness of Danube in the micro-regions
- Micro region is a corridor on both sides of the Danube River about 30 km
- Micro-region and its inhabitants should in the future focus of public work and information

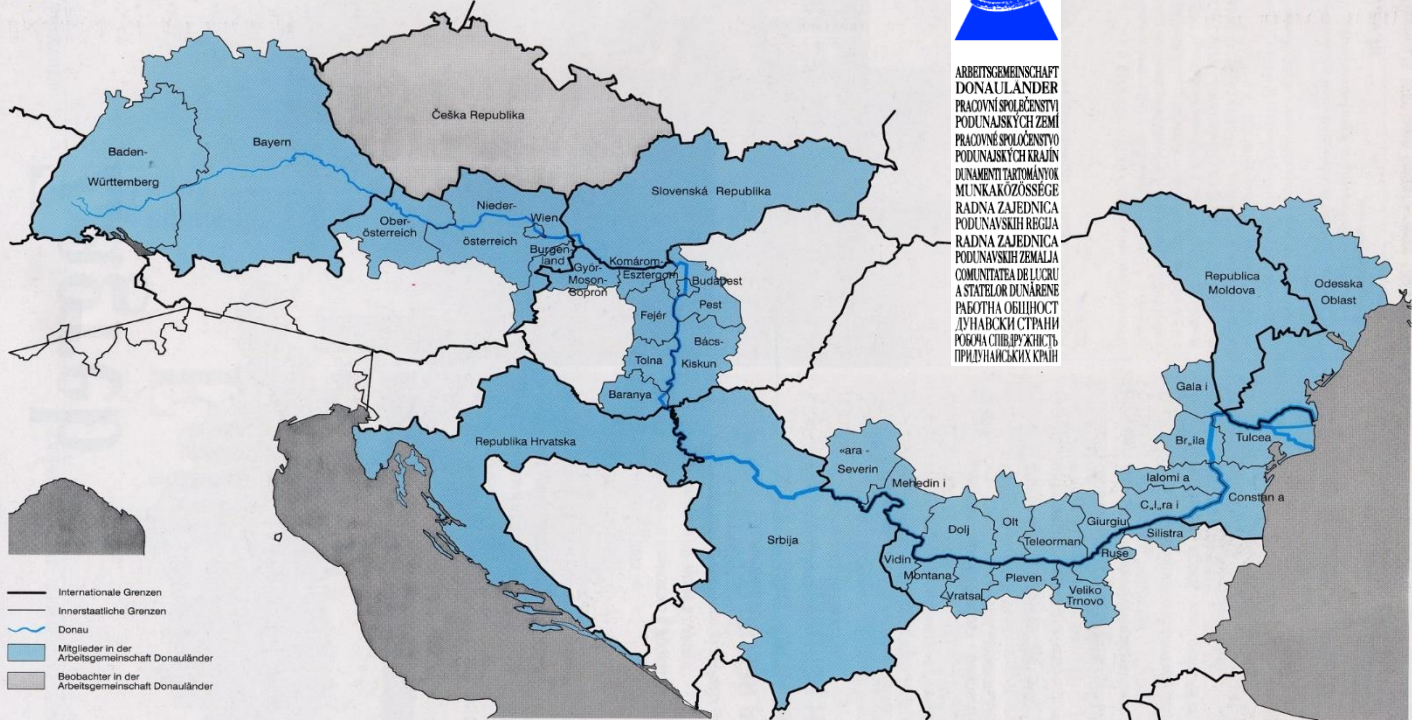







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-  Internationale Grenzen
-  Innerstaatliche Grenzen
-  Donau
-  Mitglieder in der Arbeitsgemeinschaft Donauländer
-  Beobachter in der Arbeitsgemeinschaft Donauländer

CONCEPT of the Working Group Transport and Navigation:

2 Levels:

- Deepening of the cooperation of the regions in the Danube area with the regions of the Western Black Sea
- Initial impetus for the formation of the multi port Gateway region Black Sea to follow the model of the NAPA, and the results of the Working Group 4 of EC: "TEN-T outside Europe".



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Cooperation of the Working Community of the Danube Regions (ARGE Donaulaender) with the Regions and Ports at the West-Coast of the Black Sea



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| Port of **Odessa**, Ukraine
| Port of **Chornomorsk**, Ukraine
| Port of **Galati**, Romania
| Port of **Constanta**, Romania
| Port of **Varna**, Bulgaria
| Port of **Burgas**, Bulgaria

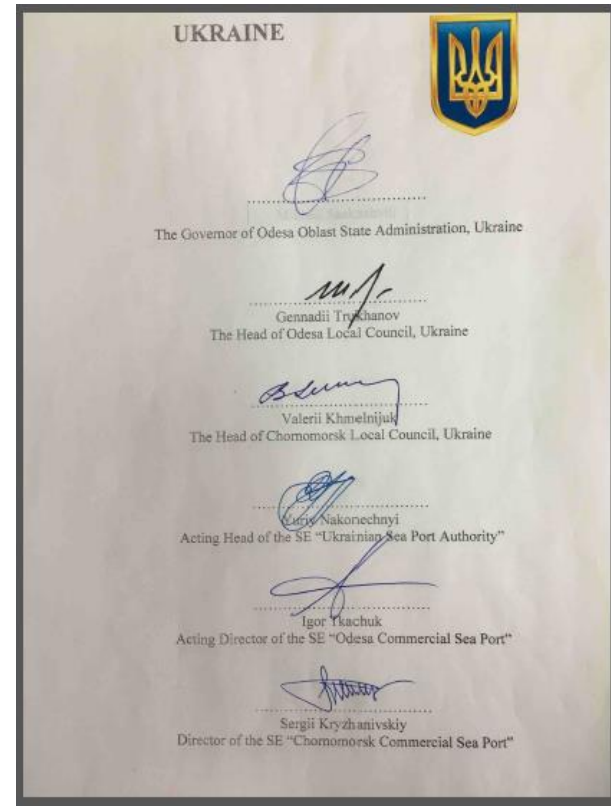
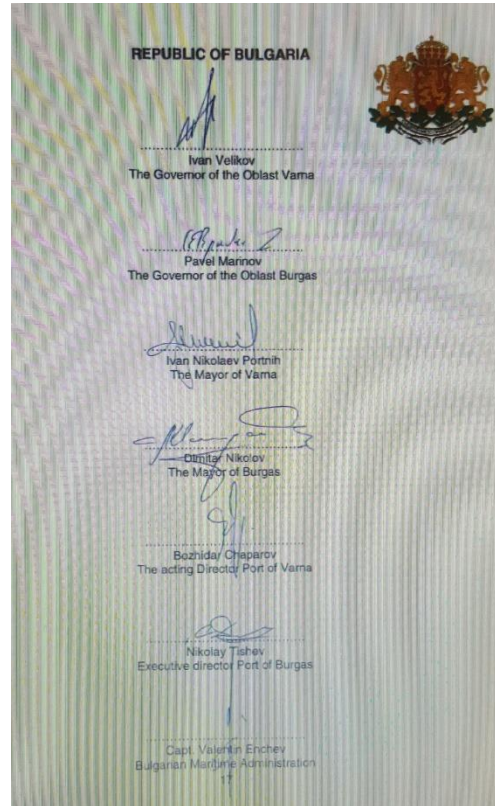


Memorandum of Understanding

on the Establishment of Cooperation between the
Working Community of the Danube Regions,
(incl. Danube Ports) and the
Regions of the Western Black Sea and its Ports

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What are the benefits of the cooperation to be expected?

The "multi-port gateway Black Sea West" is the opportunity for the regions, towns and ports, to better connect with the major economies in Europe and the Danube River basin, to better integrate themselves into international networks and to strengthen regional cooperation. The added value of expected benefits the economies of the countries of the Danube region and the Western Black Sea territory alike.



- DAHAR – Danube Harbour development
- Objective: to develop Danube ports in small and medium sized cities
- 9 Partners: Dunaújváros (Lead Partner), Port of Enns, Bratislava, Vukovar, Novi Sad, Lom, Giurgiu, Silistra, Galati.

- Combining the Baseline Study and the DaHar Project
- Involving the whole Danube-Black Sea region
- Including all relevant stakeholders