



**HAFEN WIEN**

ein unternehmen der **wienhold**ing

# DBS GATEWAY REGION TRANSNATIONAL Capacity Building Workshop

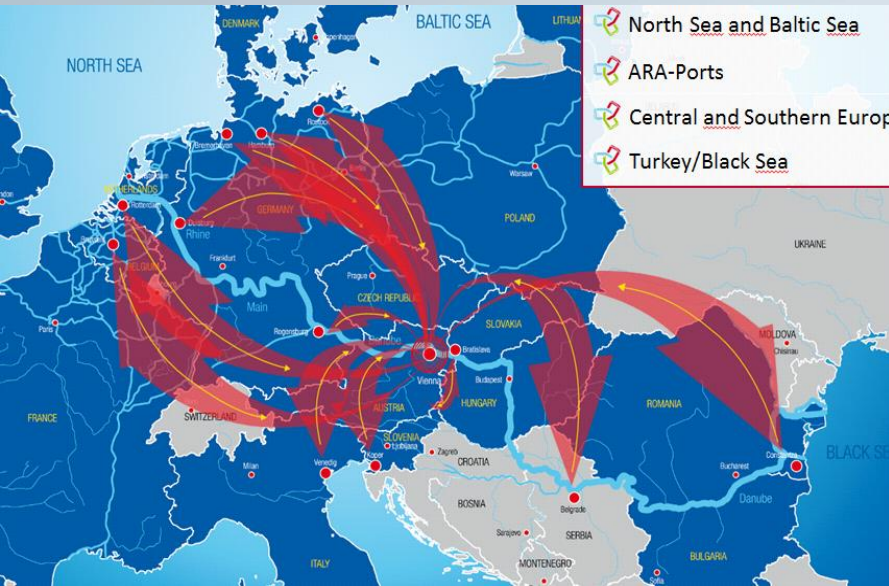
**Funding experiences of Port Development Projects  
From the Port of Vienna**



Novi Sad, 15<sup>th</sup> of November 2018

# Port of Vienna - Geographical position

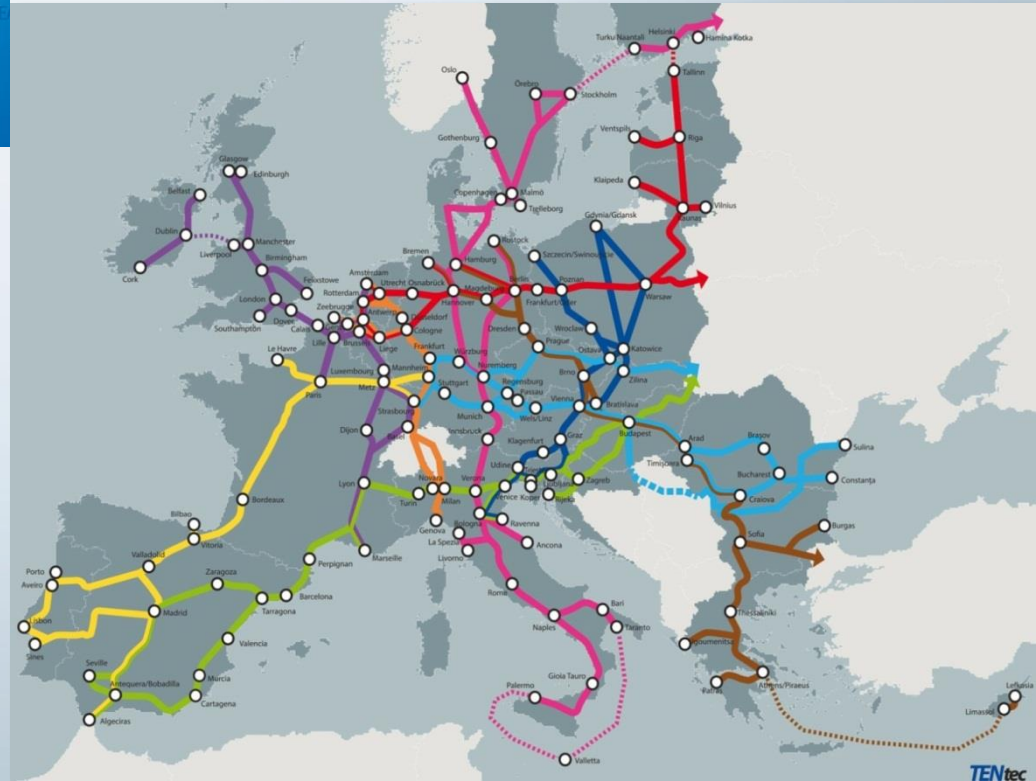
In the heart of Europe



- ☑ an important logistic hub for transports between CEE and SEE
- ☑ 3rd largest trimodal inland container terminal in Europe
- ☑ a high performance logistic center for the Vienna region

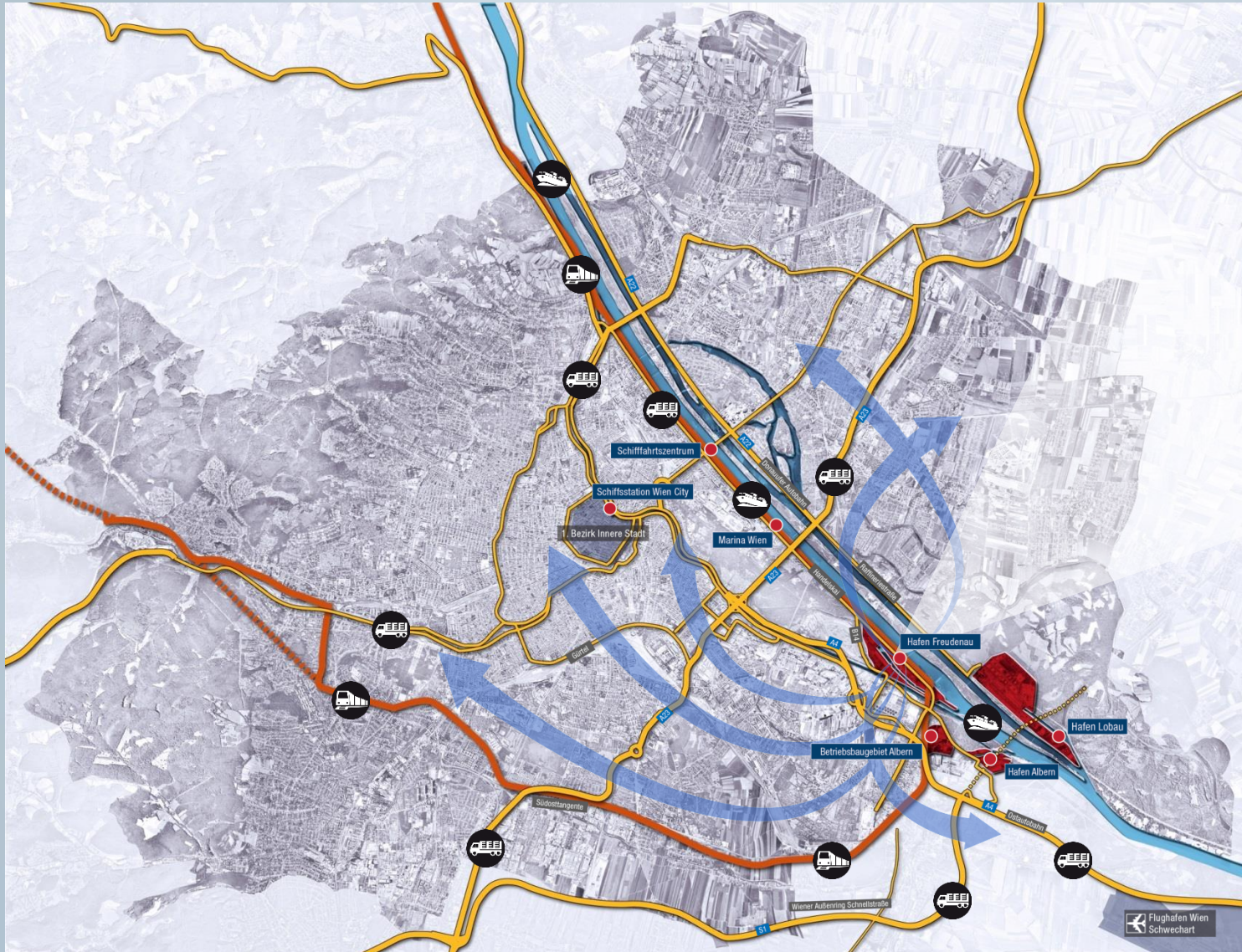
☑ ... situated between the North Sea and the Black Sea

☑ ... direct links to three modes of transport – ship, rail and road



# Three modal Connection

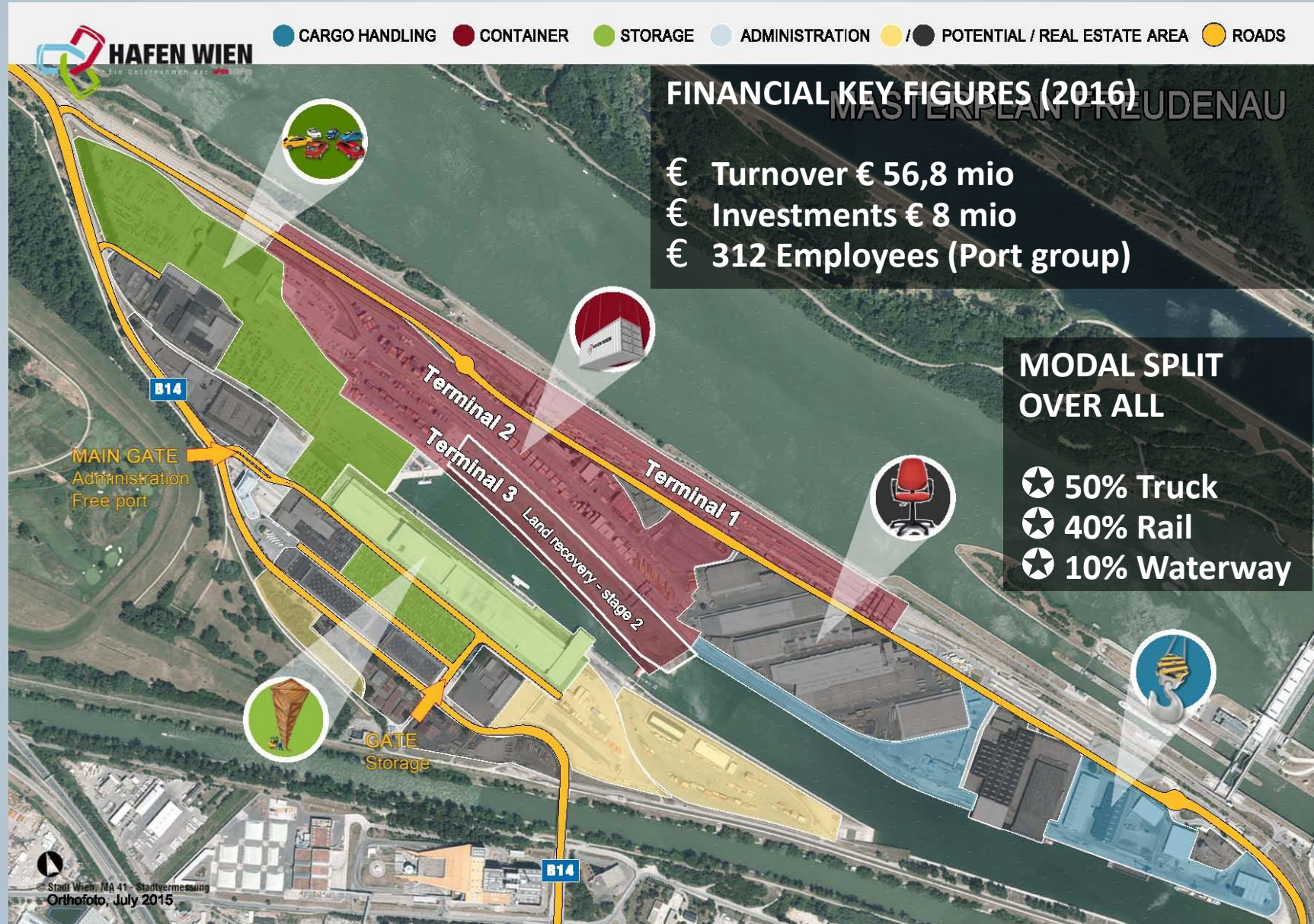
## Vienna



- ★ **Rhein-Main-Danube-Axis**
- ★ **Highway**  
Connection via A4 and A23
- ★ **Railway**  
Connection
- ★ Near by the **Airport Vienna**
  
- ★ **Lobau** (oil terminal, tank Port)
- ★ **Albern** (grain, construction materials)
- ★ **Freudenau** (storage, handling, car, container, Property Man.)
- ★ **Marina Wien** (leisure and sports harbour)
- ★ **Passenger Shipping Wien City** (Twin City Liner to Bratislava)
- ★ **Passenger Shipping Wien Reichsbrücke** (cruise liners)

# Port of Vienna

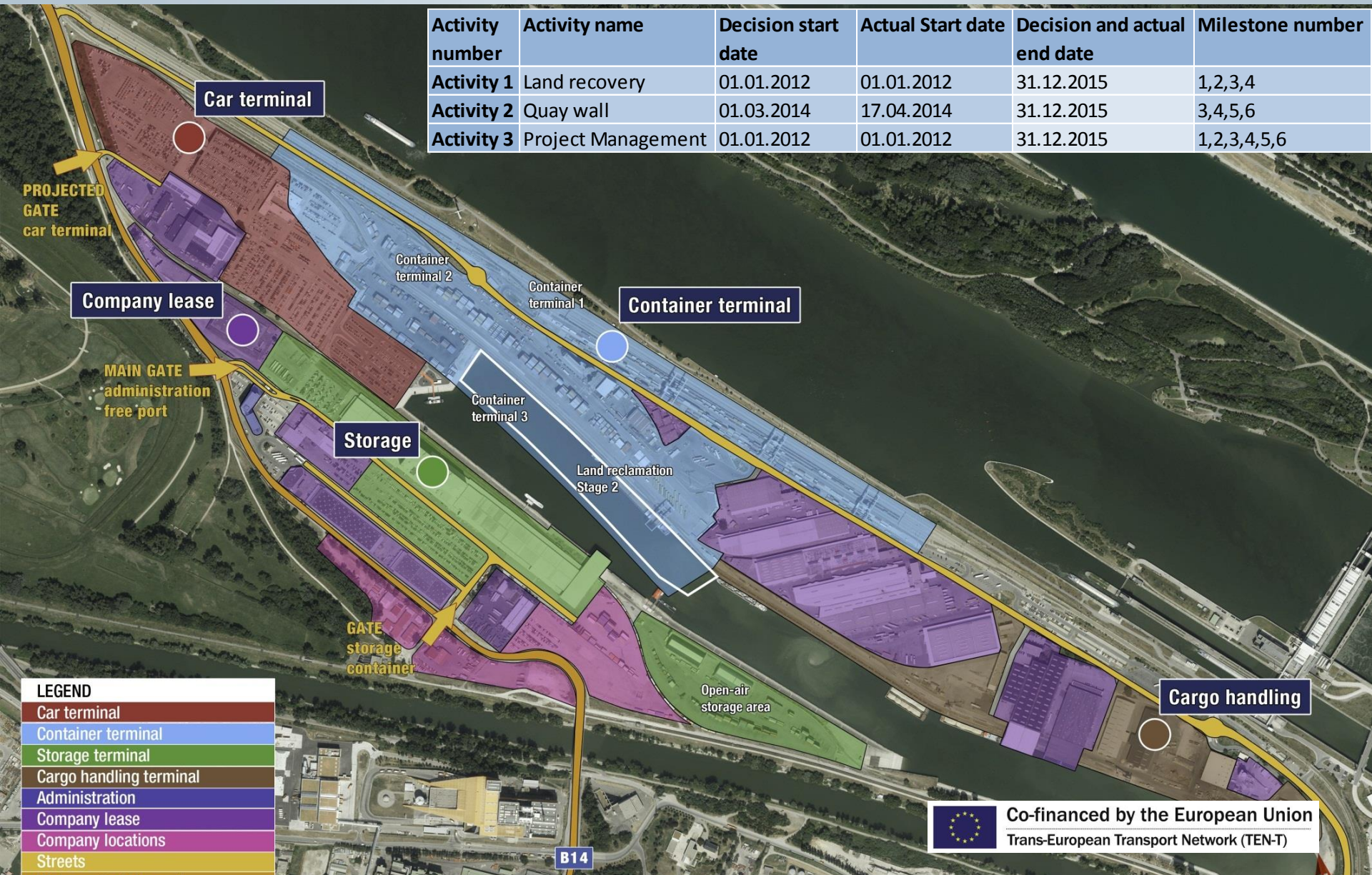
## Masterplan



# Ten-T Project: 2012-AT-18070-P

Expansion of the tri-modal inland port by land recovery

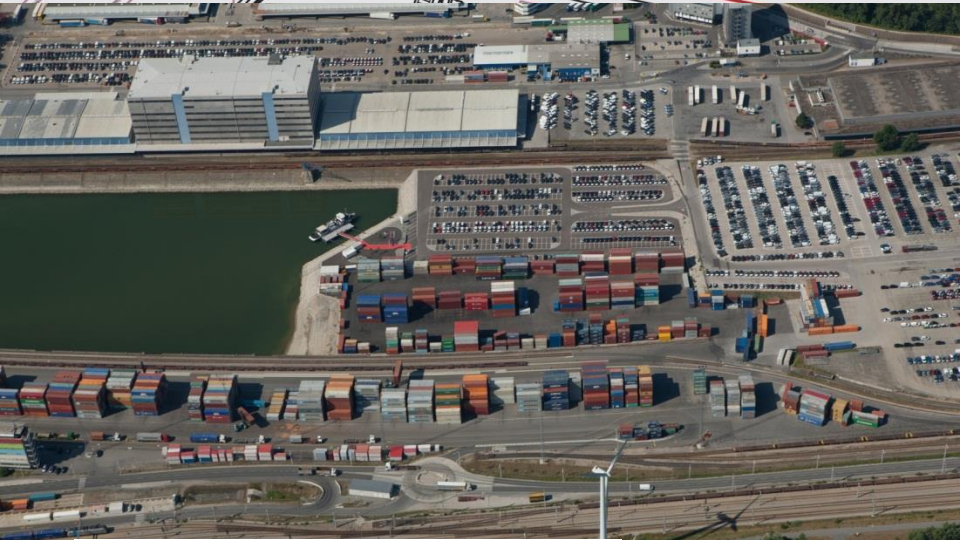
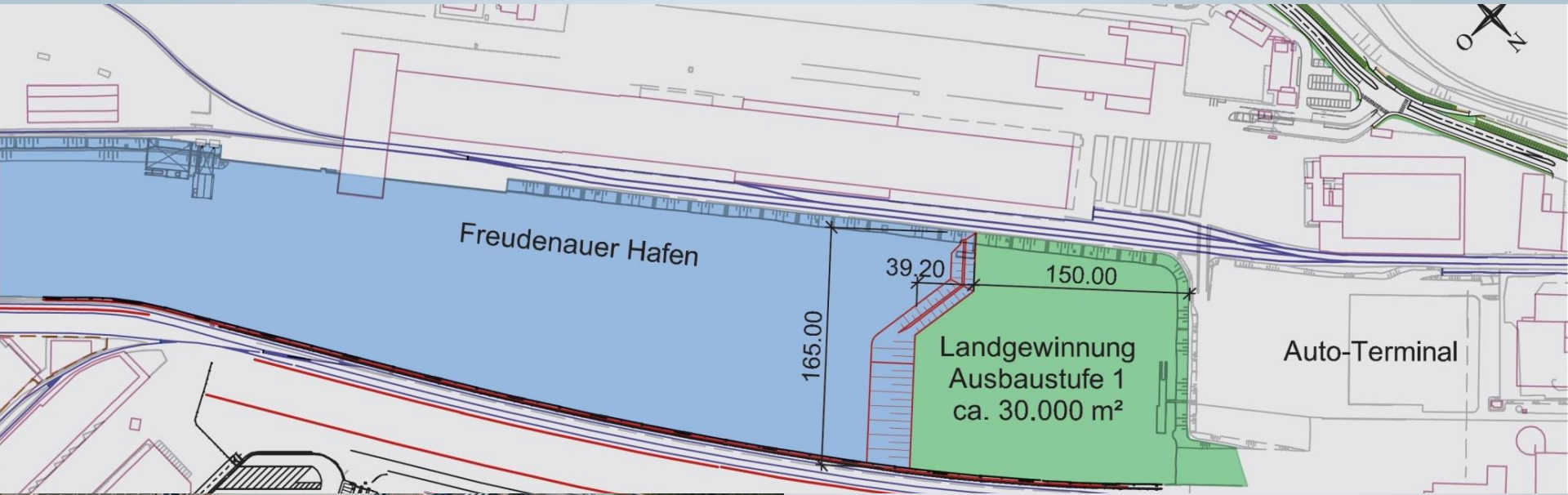
Activity number	Activity name	Decision start date	Actual Start date	Decision and actual end date	Milestone number
Activity 1	Land recovery	01.01.2012	01.01.2012	31.12.2015	1,2,3,4
Activity 2	Quay wall	01.03.2014	17.04.2014	31.12.2015	3,4,5,6
Activity 3	Project Management	01.01.2012	01.01.2012	31.12.2015	1,2,3,4,5,6



LEGEND
Car terminal
Container terminal
Storage terminal
Cargo handling terminal
Administration
Company lease
Company locations
Streets

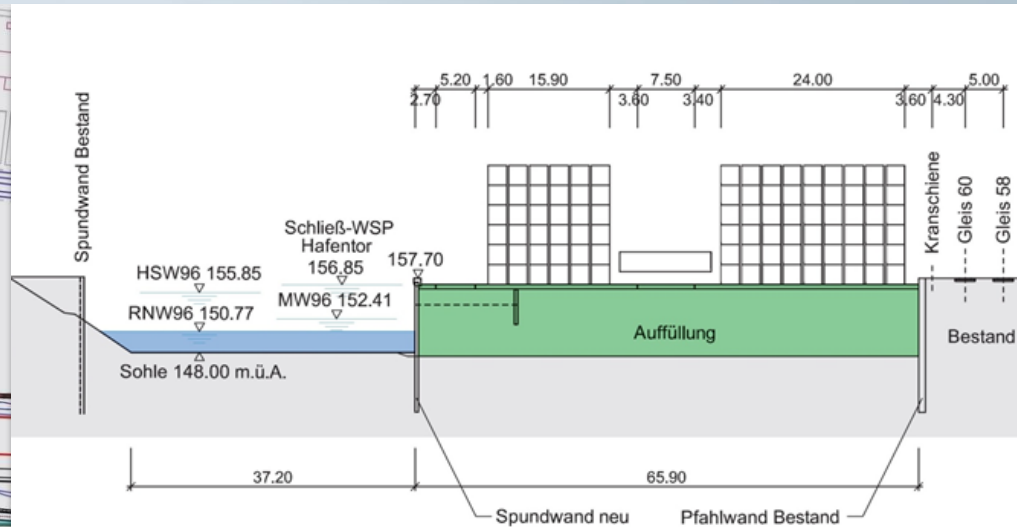
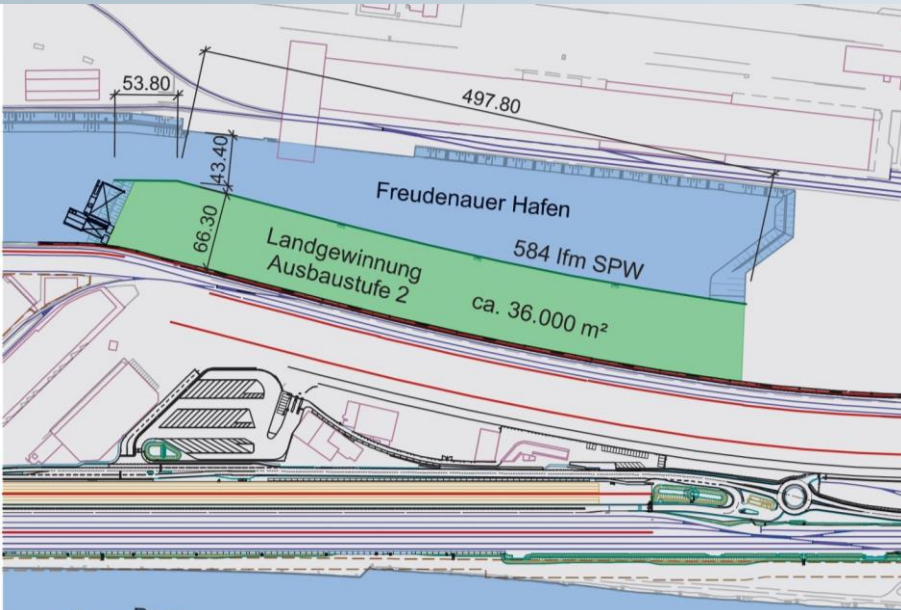
# Expansion of the tri-modal inland port

Phase 1: 2010-2013

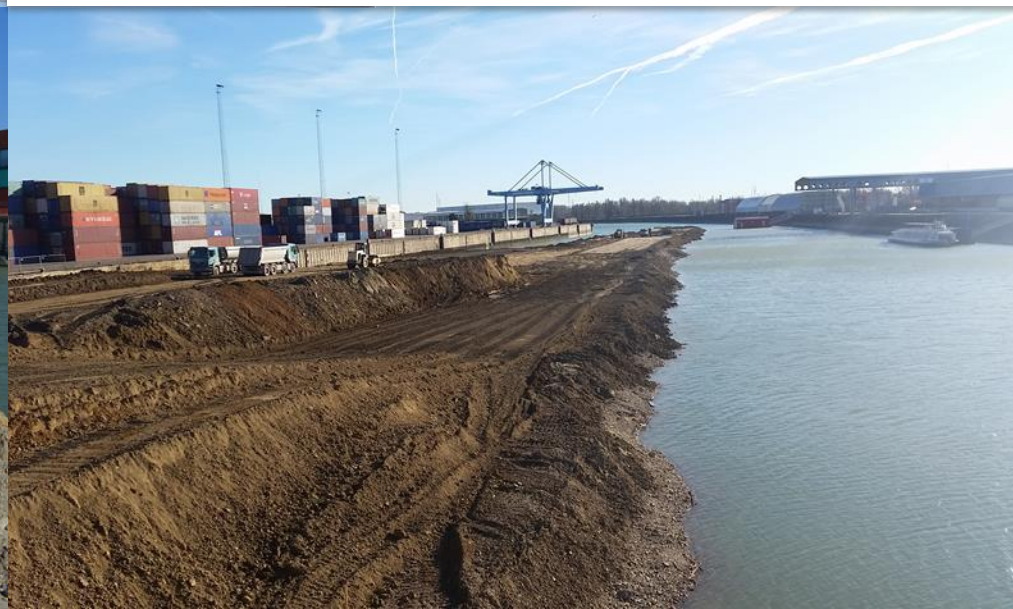


# Expansion of the tri-modal inland port

Phase 2: 2014-2015



Cross Section



# Port Freudenau – TEN-T PROJECT

Expansion of the tri-modal inland port by land recovery





# Port Freudenau – TEN-T PROJECT

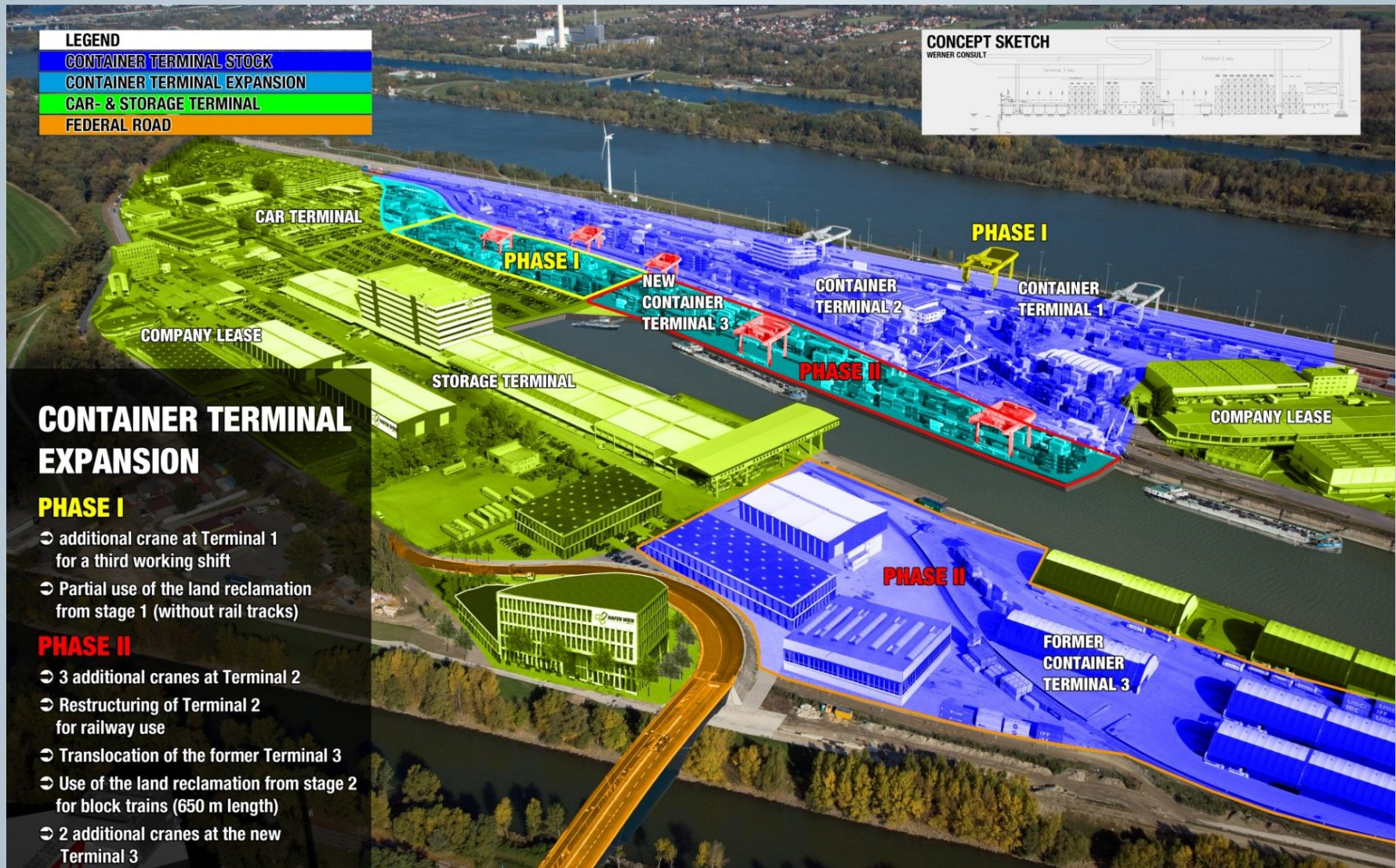
Expansion of the tri-modal inland port by land recovery

Milestone number	Milestone name	Decision date	Indicative expected date
<b>Milestone 1</b>	Completion of the first stage of the filling material approx. 3,5 ha	31.12.2013	31.10.2012
<b>Milestone 2</b>	Tendering of of the second stage filling material and the construction of the quay wall	31.12.2013	03.02.2014
<b>Milestone 3</b>	Start of the construction of the quay wall	31.03.2014	17.04.2014
<b>Milestone 4</b>	Commissioning of the second stage of filling material	01.01.2015	17.04.2014
<b>Milestone 5</b>	Completion of filling material and construction of the quay wall	31.12.2015	30.11.2015
<b>Milestone 6</b>	Acceptance and completion of the construction works	31.12.2015	30.11.2015



# Ten-T Project: 2012-AT-91099-S

Studies for the expansion of the tri-modal port of Freudenau

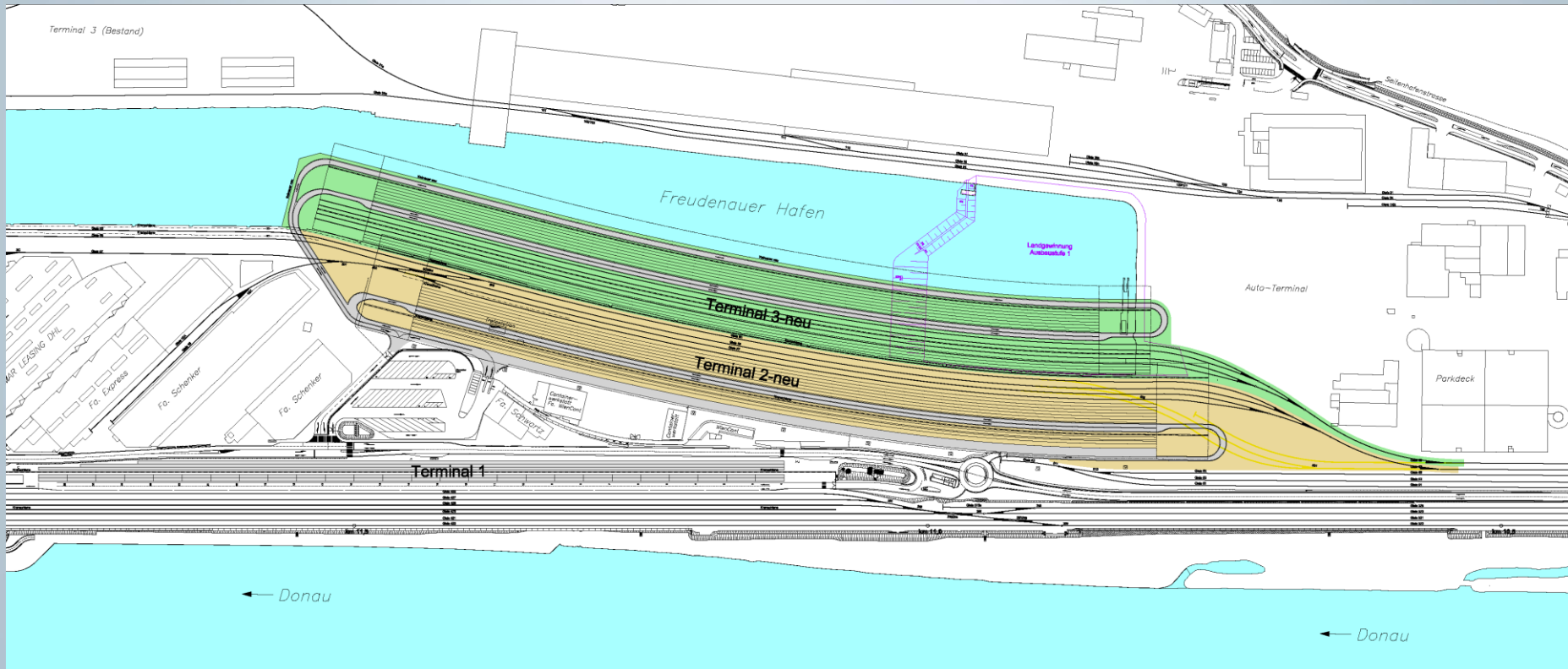


# Feasibility Study 2012

Basis for the Ten-T submission 2012

## Ten-T Funding by the EU (Trans-European Transport Networks)

- ✓ Project „Expansion of the tri-modal inland port by land recovery“  
recommended funding: 20% of the total eligible costs for creation of landfill & quay wall
- ✓ Project „Studies for the expansion of the tri-modal port of Freudenuau / Vienna“  
recommended funding: 50% of the total eligible planning costs from preliminary planning to execution planning



# Port Freudenau – TEN-T PROJECT

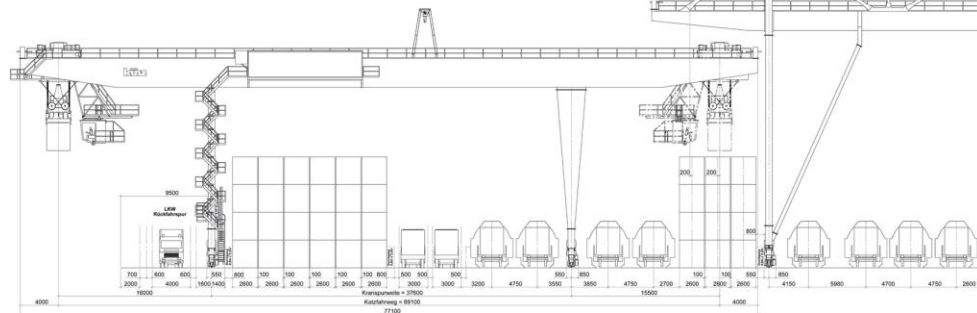
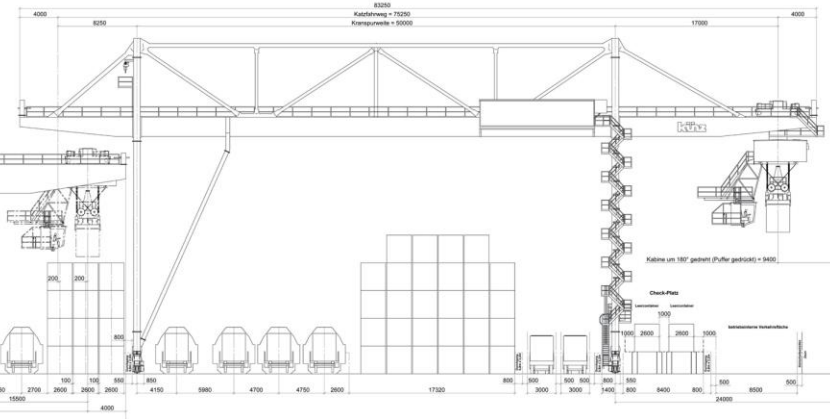
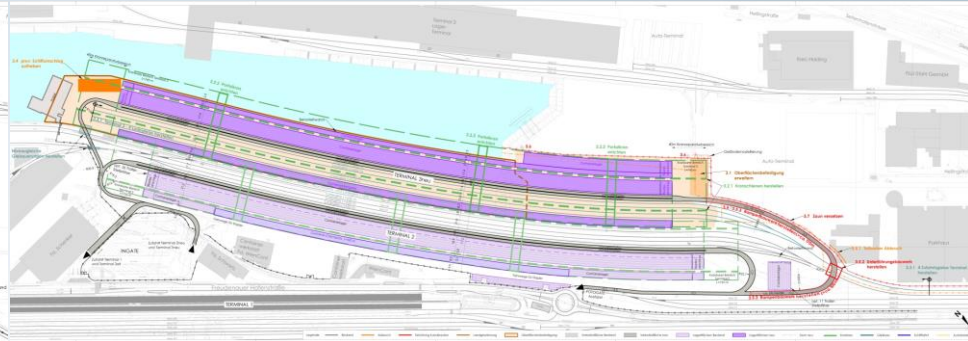
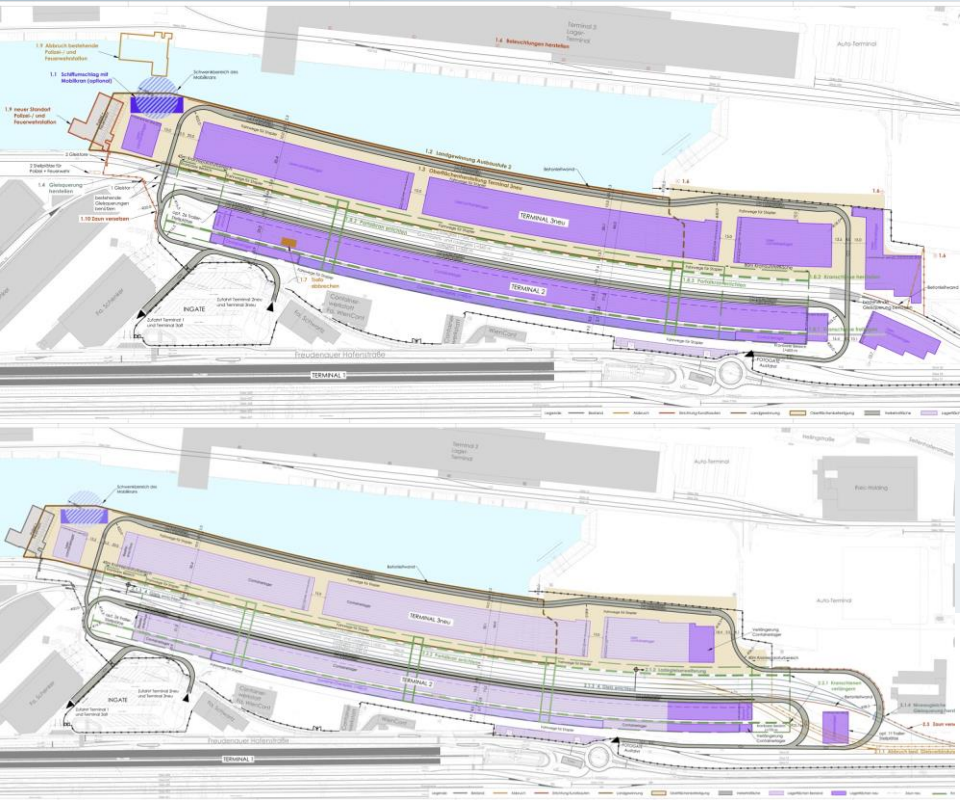
Time Line 2012 - 2014



- 07/2012** Result of the **Feasibility Study** (not part of the Ten-T funding Project)
- 02/2013** Apply for Ten-T funding **land recovery** project & **Planning**
- 06/2013** **Change** of the technical Director in the **Management** of the port of Vienna
- 07/2013** **Positive decision** for the Ten-T **funding** projects
- 08/2013** Start of the **development** of a **new Strategy** of the port of Vienna
- 09/2013** **Bidding** of the **Preliminary design planning**
- 11/2013** Start of the **Preliminary design planning**
- 06/2014** Final **Presentation** of 4 Stages **Preliminary design planning**

# Preliminary design planning

Final Presentation: 4 Stages 06/2014

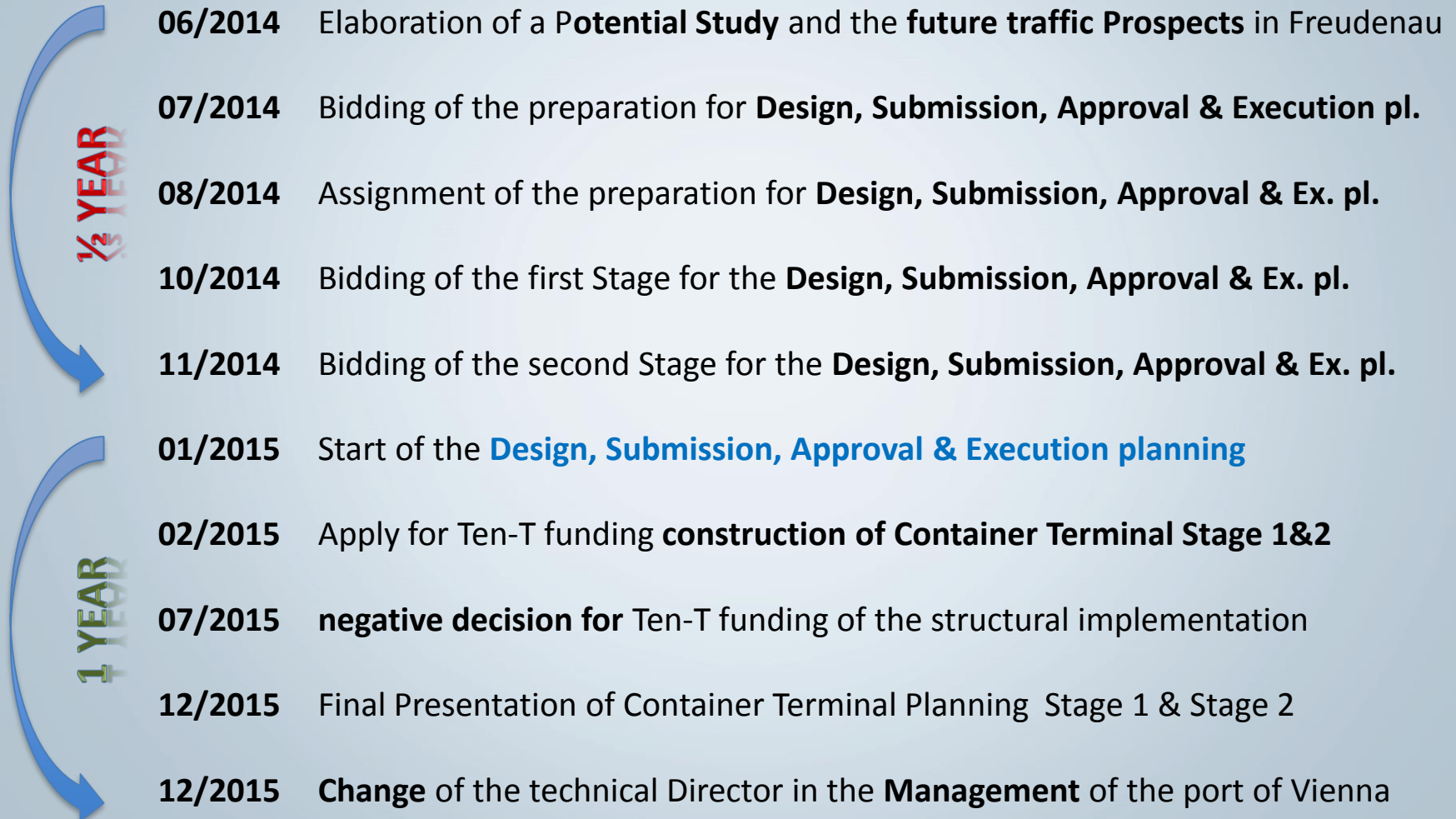


**Capacity**  
455.000 – 1.015.000  
TEU/Year

**Total Costs**  
from € 12,5 mio to  
€ 78,5 mio

# Port Freudenau – TEN-T PROJECT

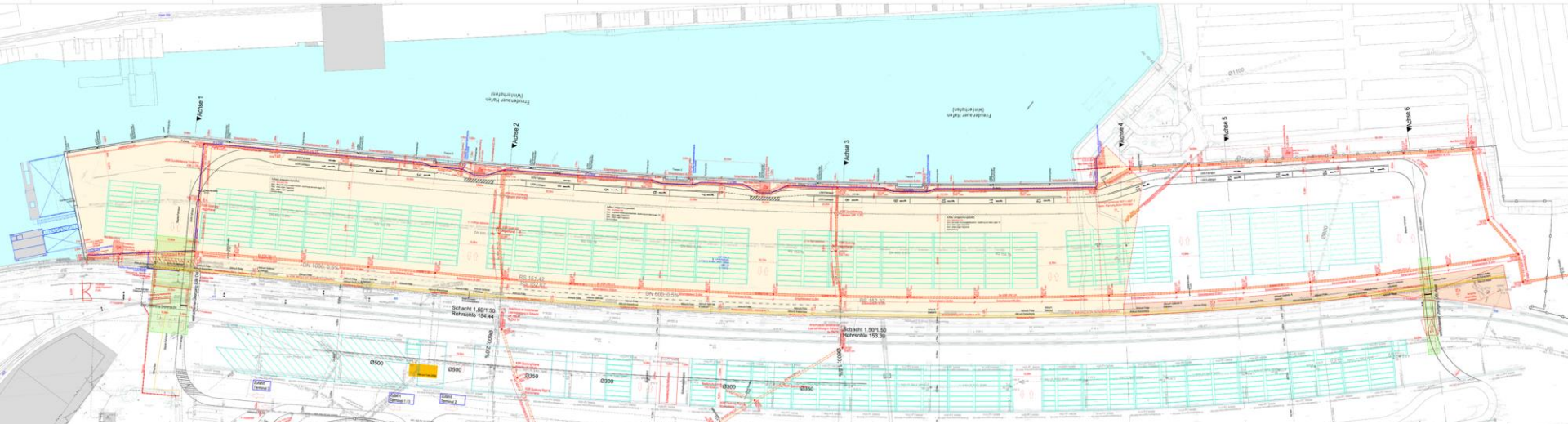
Time Line 2014 - 2015



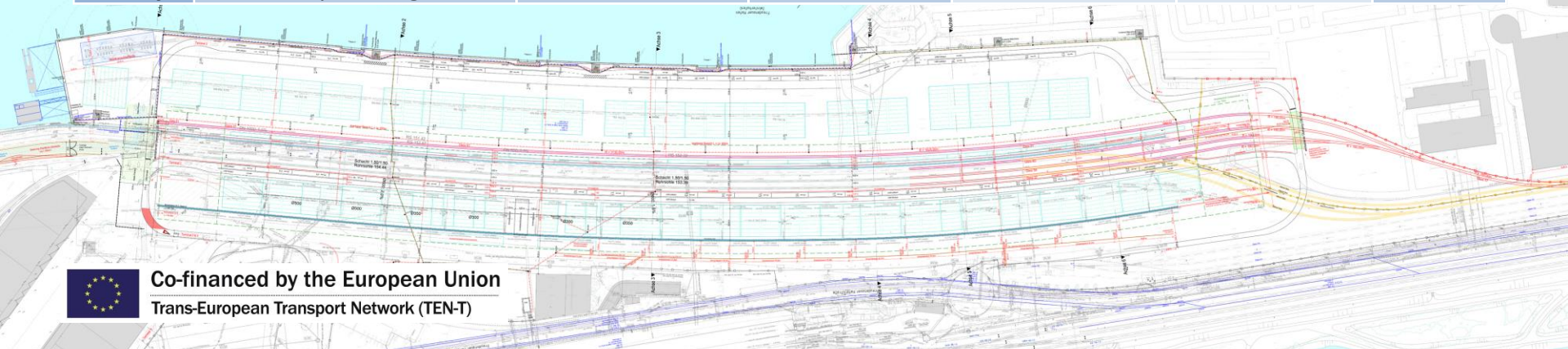
# Design, Submission, Approval & Execution planning

Final Presentation Stage 1&2

12/2015



	Activity name	Decision start date	Actual start date	Decision end date	Actual end date	Milestone
<b>Activity 1</b>	Preliminary draft planning	01.09.2013	13.11.2013	31.01.2014	30.04.2014	1,2
<b>Activity 2</b>	Design planning	01.02.2014	15.01.2015	31.05.2014	31.12.2015	3
<b>Activity 3</b>	Submission planning	01.06.2014	15.01.2015	30.04.2015	31.12.2015	4
<b>Activity 4</b>	Approval planning	01.04.2015	15.01.2015	30.09.2015	31.12.2015	5
<b>Activity 5</b>	Execution planning	01.07.2015	15.01.2015	31.12.2015	31.12.2015	6



Co-financed by the European Union  
Trans-European Transport Network (TEN-T)

# Contribution to Corridor Development

Expansion of the tri-modal inland port by land recovery

Studies for the expansion of the tri-modal port of Freudenau / Vienna

The implementation of this project required a very long preparation and review procedure. In addition, the costs for the accompaniment of the project by the many consultants to be charged were very high.

- ✓ The cost of preparing the two Ten-T applications was very high, took half a year and required additional consultants for the preparation of the applications.
- ✓ in addition, a consultant was commissioned for the accompaniment during the funding period and for the reporting.
- ✓ An additional company was commissioned to settle the subsidy for the Port of Vienna. In addition, a controlling company was commissioned to audit the Ministry of Finance on behalf of the Ministry of Finance.
- ✓ The review process also took over half a year after the end of the promotion.



# Contribution to Corridor Development

Expansion of the tri-modal inland port by land recovery

Studies for the expansion of the tri-modal port of Freudenau / Vienna

Therefore, Port of Vienna has decided to apply two applications to the national funding agency, which were very similar to the ten applications.

- ✓ the two applications were submitted within one year in succession.
- ✓ After one year of evaluation, both applications received a positive rating.
- ✓ Here, the examination process took a maximum of 7 working days per application after the end of the project.

## Conclusio:

The use of the applications for 2 subsidy programs was the biggest financial benefit.

However, this strategy only became apparent during the ten-T period of funding.



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**[www.hafenwien.com](http://www.hafenwien.com)**

**Thank you for your attention!**

**DI Peter Rojko**

Business Development &  
International Affairs

[rojko@hafenwien.com](mailto:rojko@hafenwien.com)



Novi Sad, November 2018

# Contribution to Corridor Development

Expansion of the tri-modal inland port by land recovery

Studies for the expansion of the tri-modal port of Freudenau / Vienna

- ✓ Optimising the capacity and efficiency of the existing infrastructure
- ✓ Improving network safety and reliability
- ✓ Integration of safety and environmental concerns in the design and implementation of the trans-European transport network