

DAPhNE – PROJECT PROGRESS OVERVIEW

Annex to the 5th Electronic Newsletter

Recommendations on Port Administration Processes and Port Management Models collected at the international workshops held in Constanta, Romania

On 5 September 2018, Constanta Maritime Ports Administration organized an international workshop on port management models in the frame of DAPhNE project, where project partners and other relevant representatives of the authorities and stakeholders from the port industry were invited. On the next day, the Ovidius University of Constanta hosted an international workshop on port administration processes having as audience the representatives of the DAPhNE project partners, external advisors and stakeholders with interest in ports activities.



During these two international workshops several topics were discussed and debated such as: the “Conclusions reports on port administration processes”, the most relevant aspects of the conducted survey and the main research results, the “Best practices report regarding port administration processes and port

management models”, as well as the draft of the “Port processes and port management models’ harmonization recommendations”.

The Hungarian Federation of Danube Ports (HFIP) had an important role, presenting the conclusions of the “National Reports on Port Management Models” which were elaborated in six Danube riparian countries (AT, RO, BG, HR, HU, SK).

Findings collected and included in the [Recommendations report for enhancing port administration processes of Danube ports](#)

The research showed that several aspects generate particularities and disparities between ports, such as: direct access to seagoing ships’ routes; total cargo throughput/ capacity for handling and storage; hinterland connections; infrastructure development; hinterland potential economic development; level of co-operation among port stakeholders.

Ports have the ability to operate almost all types of goods, but their traffic is still linked to the economic characteristics of their hinterland. In this sense, there is a real need in the hinterland for the development of container traffic, but the navigation conditions on the Danube and the development of the infrastructure are still barriers to be addressed in the near future.

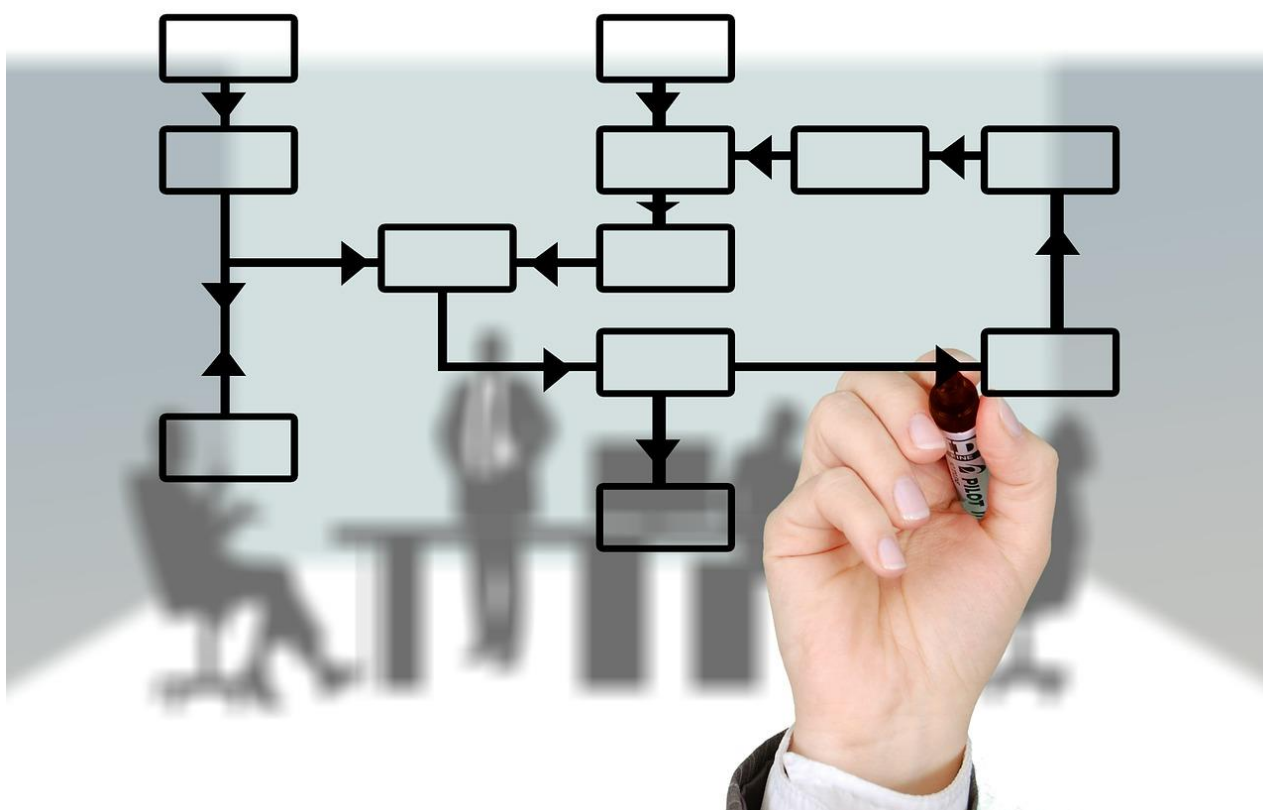
Some of the port processes analysed were construction, maintaining & repairing of port infrastructure; renting (land, port platforms, office spaces, warehouses, equipment); Preparation and implementation of security plans; ship cargo control; monitoring ship movements and information systems; Traffic management; issuing specific authorizations, licenses, certificates related to port activities. They were considered to be of medium complexity, and their improvement is primarily due to the cooperation capacity of port stakeholders.

Initiatives to harmonize administrative procedures and to address port processes are rarely found, most of them being the result of projects implemented or under implementation.

Even if the operation of a quality management system is not a legal requirement, usually the port administrations operate such a system, and in some cases, this is integrated with another one or two other management systems based on international standards.

Several processes were considered as improved by port administrations during the last 10 years: managerial planning, integrated management policy, planning and control of risks, providing port services, communication with port stakeholders, ships' moving monitoring.

There is still a high level of expectation regarding the harmonization of practices along the Danube, so that port users can optimize their specific activities. The area considered to have an increased need for improvement remains the procedure for inspection of the ship at arrival in port.



Solutions proposed

A better communication among institutions from different European countries could be a solution. Also, the use of information systems to allow for better reporting and monitoring is strictly needed. The design and implementation of a dedicated knowledge management system could provide the framework for

identification and dissemination of good practices and lessons learned for development of Danube ports.

Extending the good practices from Danube ports to other similar ports is also a good opportunity for improvement.

For many ports, the main source of developing good practices proved to be the European projects implemented or being under implementation.

Recommendations for port management models – Main conclusions

This report collects and presents good practices that contribute to better port management and higher quality management/administration/operational services. The presented tools and practices may result in increased customer satisfaction which can bring more traffic to inland ports facilitating a modal shift to IWT (i.e. higher volume on inland waterways and higher annual turnover in inland ports). The contributing DAPhNE project partner countries (AT, HU, HR, SK, RO, BG) have mapped elements of management models that are already in practice or could be applied and which can contribute to improving their ports' efficiency.

In general, there is no such solution applicable to every inland port because ports have different background conditions. However, the partners have identified and recommend some good practices which can improve port operation / port management model. Among these, some examples worth-mentioning are the smartPORT concept from Hamburg, Germany, the model of Thinkport in the Port of Vienna, the successful concession example from Bulgaria or the management model applied by smaller, private-owned ports from Paks, Hungary.

More details about the above mentioned and further recommended port management models and guidelines for implementation can be found in the report [Recommendations for port management](#).