

# Harmonization of port processes and port management models



DAPhNE final project event  
12 June 2019, Vienna

## Top Priorities of Danube ports



Investment: Public-private partnership, EU funds

New markets/ Belt and Road Initiative

HR Training and employment

Danube navigability

Port infrastructure and connectivity

Ecology

Top challenges for Danube ports – why harmonize?!

- 1 Increase competitiveness
- 2 Improve port facilities and infrastructure
- 3 Reduce bureaucracy
- 4 Attract more EU funding
- 5 Attract cargo and clients
- 6 Ensure stable environment and clear rules

## WP 4 - Administration & Management responsible partners



ДП „Пристанищна инфраструктура“ / BPICo.



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FH OÖ Forschungs & Entwicklungs GmbH



## WP 4 - Administration & Management



Act. 4.1. Improve & harmonize port administration processes

ADMINISTRATION



Survey on port authorities and port users

Template & 5 national reports – AT, HU, RO, HR, BG

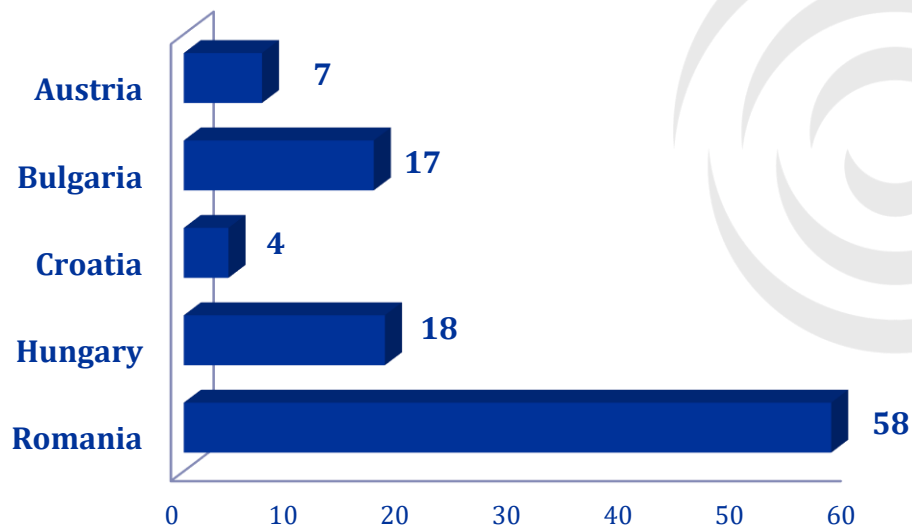
Conclusions report on port administration processes

Good practice report on port administration

0 4.2 Recommendations for enhancing port administrative processes

## Act. 4.1. Improve & harmonize port administration processes

Analysis was made on the **procedures** that port authorities/administrations apply to vessels and terminal operators and to other users of port infrastructure and services with the aim to determine the **aspects to be simplified, modified, or eliminated in order to increase efficiency.**



Number of  
respondents  
by country

## Act. 4.1. Improve & harmonize port administration processes

### 1. Existing harmonization initiatives

- **EU legislation** - Regulation (EU) 2017/352 on the framework for provision of port services and common rules on financial transparency of ports, State aid rules;
- Dedicated **funding schemes** – CEF;
- River **information systems (single window)**;
- Port **associations, federations and unions**;
- **Education opportunities** for port managers and workers;
- Initiatives to improve **ecological performance of ports**;



## Act. 4.1. Improve & harmonize port administration processes

### 2. Best practices

- **Connecting Danube ports:** associations, port unions (Croatia, Romania, RO-BG, Hungary); electronic reporting software (Hungary, Austria, Bulgaria, Serbia); education of port managers (Hungary), legal harmonization (HU, BG); harmonization of customs procedures (Moldova and Ukraine)
- **Environment/ ecology** - Waste management (WANDA, CO-WANDA), etc.
- **Building prosperity** – public procurements (Ukraine), intermodal port system (Giurgiu, RO), port performance methodology (HU);

## Act. 4.1. Improve & harmonize port administration processes

### 3. Identified harmonization recommendations:

- ❏ Need for **better collaboration** between port related authorities. There is need for improvement of the procedure for inspection of the ships at arrival in port. The burden has to be reduced for customs procedures. Long and complicated border control is identified in some countries. In some cases there is lack of staff in control institutions. **Need for standardized and mutually recognized documents (0.6.1. Danube port development strategy and Action plan);**
- ❏ Need for harmonization of practices regarding **State aid rules;**
- ❏ Harmonization in **waterway management** highly needed.
- ❏ Need for **waste management** harmonization;
- ❏ Need to increase the publicity and **access to information on initiatives to harmonize** port administrative procedures along the Danube;

## Act. 4.1. Improve & harmonize port administration processes

### 3. Identified harmonization recommendations:

- ❖ **IT solutions** with regard to collection of information and communication are identified as one of the main sources of development for port procedures. Duplication of efforts in sending the same information in electronic format and then on paper copies is considered useless. **Need for harmonized EU Single window environment !** *(0.6.1. Danube port development strategy and Action plan)*
- ❖ There is need to **facilitate public procurement procedures** and administrative burdens in carrying out the repair and maintenance of port infrastructure in ports;
- ❖ Although the main theme of the research was related to administrative procedures, respondents identified **infrastructural improvement as much needed** – new access roads, new facilities, container transport development, etc.
- ❖ **High level of expectation** with regard to harmonization of port administrative processes.

Act. 4.2. Improve port business strategies

MANAGEMENT



Template for national reports on port management models

6 national reports – AT, HU, RO, HR, BG, SK

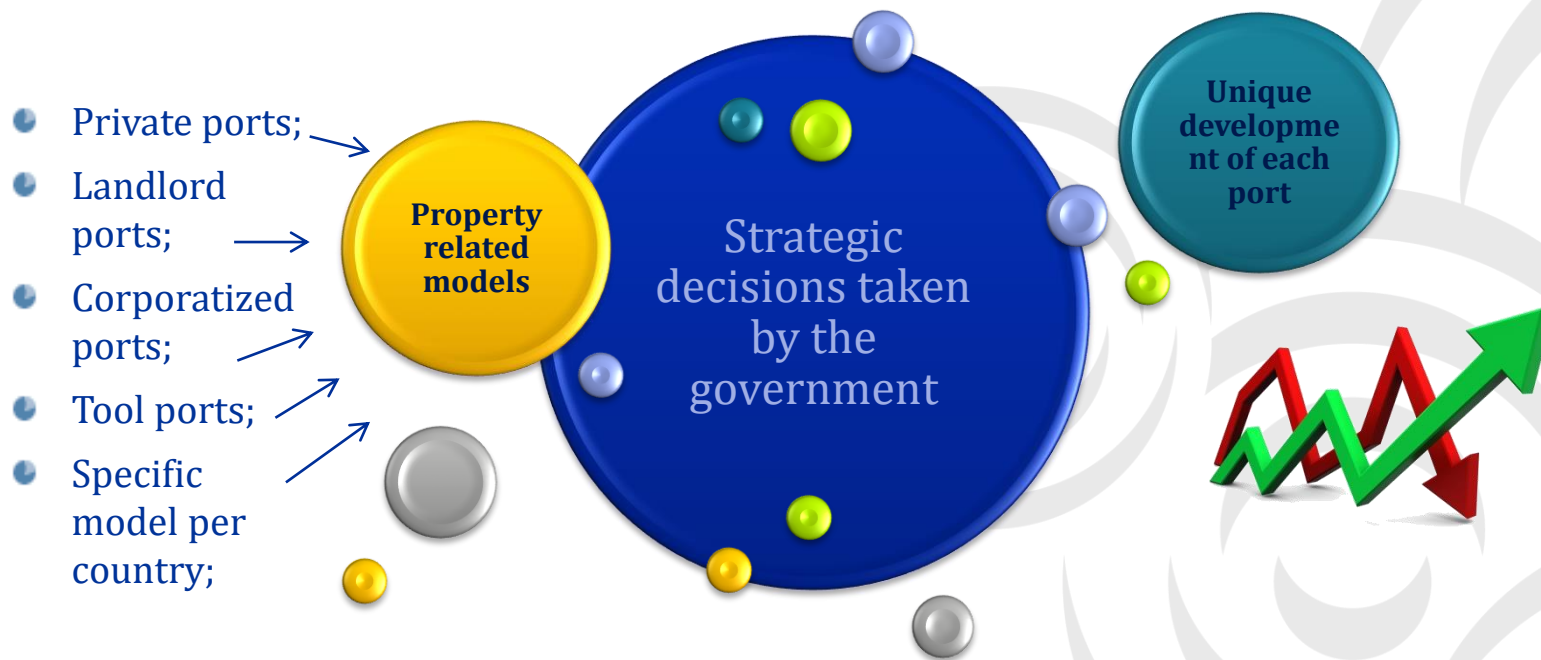
Methodology on good practice for port management models

Good practices report on port management models

Output 4.2 Recommendations for port management

Act. 4.2. Improve port business strategies

## Port management models



## Act. 4.2. Improve port business strategies

### Port management models

Port management models according to purpose and ownership structure were analysed in each national report:

- **public service ports** – Linz, Vienna (AT) /partly landlord/
- **toolports** - Rhenus Donauhafen Krens (AT)
- **landlord ports** – Enns (AT), Slovakian ports - Bratislava, Komárno, Stúrovo
- **corporatized ports** – Hungarian ports Budapest, Baja, Győr , Romanian ports (and landlord also)
- **private service ports** - Paks (HU), Port Bulmarket and other former factory ports(BG)
- Vukovar in Croatia – authority and manager one and the same entity, no port owner as such;
- Bulgarian ports – land and infrastructure property of BPICo., machinery and equipment property of the port operator; two management models – one with private port operators and the other with state-owned operators;

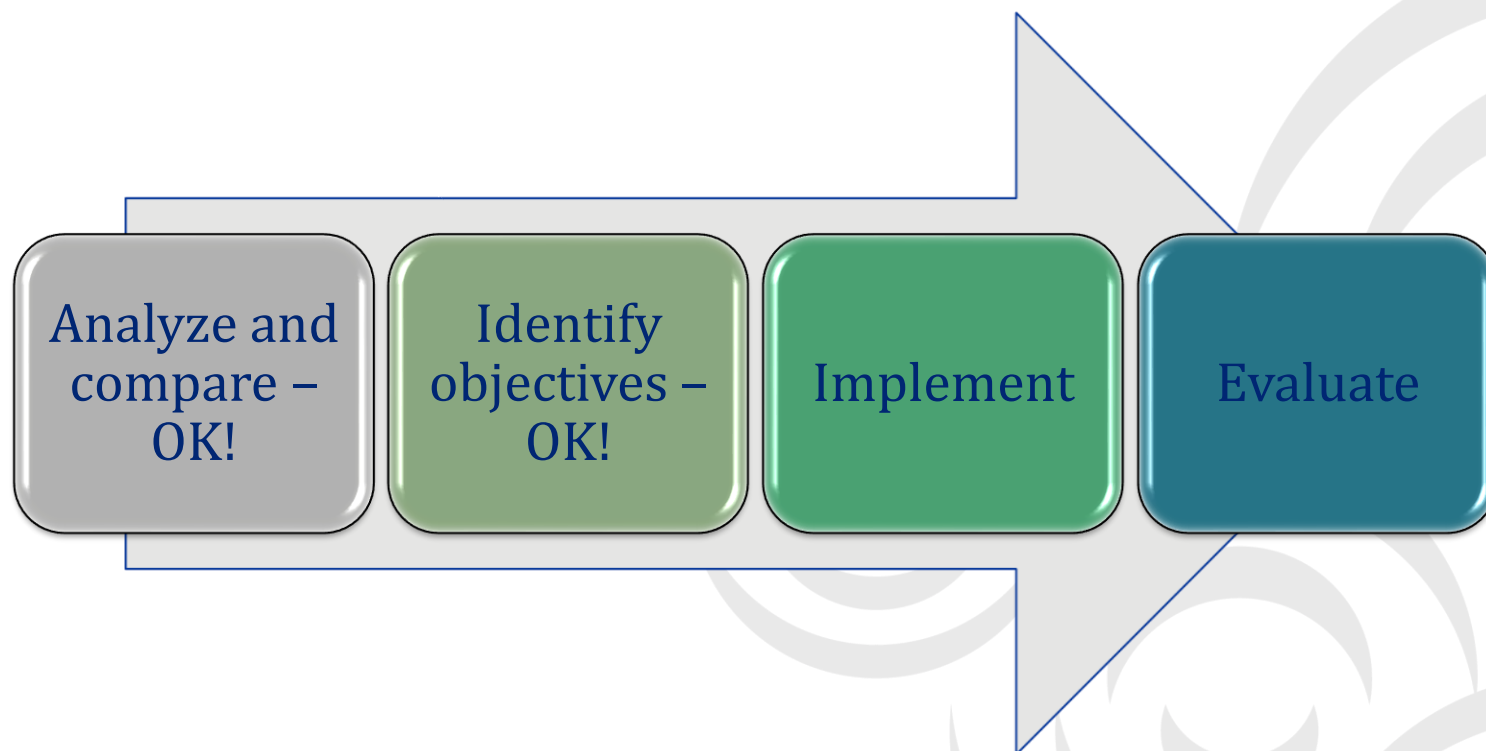
## Act. 4.2. Improve port business strategies

### 4.2.4 GOOD PRACTICE REPORT on port management models

#### Overall conclusions:

- Main purpose: to collect and present **good practices that contribute to better port management** and higher quality management/administration/operational services
- Practices collected from **Austria, Germany, Hungary and Bulgaria**
  - Smart port **Hamburg**
  - Thinkport in Hafen **Wien**
  - Port management **studies**
  - **Smaller, private-owned** ports e.g. Paks
  - **Hungarian Federation of Inland Ports**
  - Successfully implemented **EU projects**
  - Successful **port concessions**

Harmonization of processes and management models







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Any questions and comments?



# THANK YOU!



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