



Report
WP3-Act. 3.2
Results from Regional Workshop
Ruse, Bulgaria

Document Control Sheet

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Terms and abbreviations

DBS	Danube-Black Sea
IWT	Inland Water Transport

List of national stakeholders invited to participate in the Regional Workshop.

Name of the organization	E-mail
The Bulgarian Romanian Chamber of Commerce and Industry	info@brcci.eu
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Results of the Regional Workshop:

Executive summary

The purpose of the workshop was to bring relevant people together and provide a basis for discussion and exchange of experience as well as a platform for the future vision of the DBS region development.

The regional workshop was held on 21 Jun 2017 at Kaneff Center, Ruse, Bulgaria. During the first part of the workshop the project manager of the team of BPICo presented the Project and the external expert presented the Potential Analysis Part I: Capitalization of the existing data. During the second part of the workshop the stakeholders discussed the conclusion of the Potential Analysis and the pre-identified topics. Several issues were outlined and possible solutions were discussed.

As main problems for the development of the Inland Waterway Transport in the region were identified to be:

- Insufficient fairway depth - below the minimum of 2.5 m.;
- Lack of transport connection between the Danube and the Black Sea ports.

At the end of the session the following proposals were formulated unanimously to support the development of the Danube-Black Sea region on the territory of Bulgaria:

1. Construction of hydropower among the Danube River;
2. Construction of two-way electrified, robotized railway connection between Varna and Ruse.

I. Transport logistics requirements and regional value added services in the Danube – Black Sea Region

i. Major challenges that companies face when transporting goods on the Danube River;

- *insufficient fairway depth at low water level;*
- *low demand for transporting container goods;*
- *old infrastructure and equipment;*
- *insufficient storage spaces;*
- *slow cargo handling;*
- *administrative burdens;*

ii. How low should be the price of the cargo transportation and handling on the Danube River in comparison to the road and rail, in order to choose this transport mode over the others?

- *Currently the prices are higher comparing to the rail or road/rail-road transport.*

iii. How do you perceive the landlord ownership structure of the Danube ports in your country?

- *Currently there is no any large investors who operates the Bulgarian River Ports terminals. The regional river ports needs to be included in the global transport network.*

iv. In what time frame do you expect some significant changes in the Danube logistics?

There was no exact forecast, but the stakeholders express their concerns that the discussion on the development of the IWT and the region has been conducted for many years but since now there is no any achievements.

II. Potential of shifting transport modes

v. Do you expect the cargo flows on the Danube to increase in the next 10-20 years?

- vi.** *A small increase of the cargo flow percentage is foreseen.*

vii. If yes, what type of cargo you expect to increase and how much (in percent)?

- *Apr. 5-10 % per year.*

viii. What origin and destination of the increased cargo flows do you foresee?

- *Bulgaria – lower Danube countries (Romania, Serbia); East –West.*

III. Barriers for the business, forecasts and recommendations

ix. Measures necessary to increase the attractiveness of the IWT in the DBS region;

- *construction of hydropower among the Danube River;*
- *construction of two-way electrified, robotized railway connection between Ruse and Varna;*
- *attract new cargo flow thought the use of block-trains in the port terminals;*
- *inclusion of river ports in the global transport network by leasing port terminals to large investors;*
- *reducing fees and handling time;*
- *Improvement of the logistic.*

x. What are main reasons for the underdeveloped IWT on the Danube River;

- *There is not enough investment in maintains of the fairway and modernization of the infrastructure of the ports;*
- *Underdeveloped transport connections in the region;*
- *Political obstacles (low political support)*

IV. Other issues

*During the workshop we were invited on behalf of the stakeholders to present DBS Gateway Region project and more specific the **Joined Vision 2040 within the** next meetings of the Danube Commission.*