

**Report**  
**WP3-Act. 3.1**  
**Results from Regional Workshop**  
*Varna, Bulgaria*

## Document Control Sheet

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## Terms and abbreviations

IWT	Inland Waterway Transport
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## List of national stakeholders invited to participate in the Regional Workshop.

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## Results of the Regional Workshop:

### Executive summary

The stakeholders, representatives of the Municipality of Varna and Regional Administration – Varna included, agreed upon the following topics, considered of prime importance for improving the transport and trade connection between the Danube river and the Black Sea Port of Varna:

1. Building a two-way electrified, robotized railway connection Varna-Russe;
2. Building the Black Sea Highway, with a priority on the Varna-Burgas segment;
3. Building a speed route Varna-Russe, with a continuation – building a first-class road Shumen-Russe.

With consideration to the location of Varna on the Black Sea coast, the topics discussed concern the connection between the Danube and the Black Sea Port of Varna. The presented measures easily encompass the whole Russe-Varna-Burgas trade and transport route and could become a single project.

### Instructions:

*In the following section, please provide summarized information for each topic/question discussed with the stakeholders during the Regional Workshop.*

#### **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 terminals of the Black Sea Ports;

*For the Port of Varna – low air draft, poor connectivity related to the condition of the railway Varna-Russe, old infrastructure.*

- ii. How do you perceive the landlord ownership structure of the Black Sea ports regarding lending/concessions?

*The municipalities on the Black Sea coast should be authorized to grant concessions to investors.*

- iii. What challenges do carriers face when shipping goods from sea to river port terminals?

*Slow unloading process due to old infrastructure. Poor condition of the Varna-Russe Railway – the primary connection between Varna and the Danube port of Russe, thus resulting in slow transport.*

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

*No opinions were presented.*

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

*No particular predictions were made, due to impossibility to foresee measures taken in regions and countries.*

## II. Potential of shifting transport modes

- vi. Do you expect the cargo flows on the Black Sea port terminal to increase in the next 10-20 years?

*Yes, the cargo flows could increase, if the needed infrastructure is provided in order to make the cargo/transport connection between the Black Sea and the Danube faster and cheaper.*

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

*Containers, general cargo, bulk cargo.*

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

*China and Turkey are the prime origin/destination points, considering the current investments both countries have made in the region.*

- ix. What facilities or infrastructure upgrades need to be carried out at port terminals in order to attract new types of cargo or to increase the volume of cargo handled?

*For the region of Varna – the deep and air draft provide a challenge for bigger ships. The Intermodal Terminal needs to be built, afterwards, the activities carried out in Port „Varna East” should be shifted to „Varna West”. In paralel, building a two-way electrified, robotized railway connection Varna-Russe is of a highest priority, together with the Black Sea Highway and a speed route Varna-Russe;*

## III. Barriers for the business, forecasts and recommendations

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

*The set of measures described in the Executive Summary are needed to improve the Danube-Black Sea connection for Bulgaria. The railway Russe-Varna is the top-priority measure for the region, and the Black Sea highway, as a connection between Varna and Burgas would extend a whole transport line – Russe-Varna-Burgas connecting all three ports.*

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

*Weather conditions limiting navigation; old port infrastructure; old hinterland connection infrastructure.*

## IV. Other issues