



Programme funded by the  
EUROPEAN UNION



**PROJECT LEADER:**



**ROMANIA**

Romanian Inland Ports Union-  
Address: Romania, Galati,  
Basarabiei Street No.1

**PARTNERS:**

**GREECE**



**BULGARIA**



**REPUBLIC MOLDOVA**



**UKRAINE**



**GEORGIA**



**TURKEY**



**FUNDING**

DABS project is financed through the European Neighbourhood and Instrument Partnership (ENPI) within the programme „Black Sea joint operational programme 2007-2013”



**INSIDE THIS ISSUE:**

- About DABS** 1
- DABS partners** 2
- Launch conference** 3
- Workshop Romania** 3
- Workshop Turkey** 4
- Workshop Georgia** 5
- Workshop Bulgaria** 6

## DANUBE BLACK SEA CONNECTION OF EUROPEAN AND ASIAN ECONOMY, A STEP FOR SUBSTANTIAL GROWTH OF THE BLACK SEA BASIN

### DABS - objectives, priorities and beneficiaries

DABS project’s main priority is to support cross border partnerships for economic and social development based on common resources in the Black Sea Basin. The implementation period of the project is 12 months.

**General objective** - to contribute to the economic development of the area by supporting improved access and better connections of the European and Asian economy among ports within the Danube-Black Sea area

**Specific objectives are:**

1. To improve the capacity of the stakeholders to develop improved or new freight eco-friendly water transport routes as a connection between European and Asian economy;
2. To advocate the use of the alternatives routes to connect

Black Sea and Danube, as a contribution to the decreasing of the pollution caused by different type of transport coming to coastal areas;

3. To promote the maritime and inland water transport as a source for sustainable economic and social development of the area.



Port Galati

The development of new transport routes between Europe and Asia, a better interconnection between Black Sea and Danube, as well as encouraging the increased use

of inland water transport (IWT) will inevitably lead to an increased traffic of goods and passengers, development of the businesses in the region, increased attractiveness for foreign investors, new jobs and a sustainable growth of the region.

**Final beneficiaries**

The final beneficiaries are: the organisations which are directly implicated in the project, the maritime and inland ports, transport and trade companies, SMEs. The most important final beneficiaries are all the inhabitants of the area which will benefit from an improved accessibility, improved social and economic framework and a cleaner environment.

### Partners of the project

- REPUBLIC MOLDOVA - The Agency for Cross-Border Cooperation and European Integration (ACTIE)
- BULGARIA - Union of Bulgaria Black Sea Local Authorities (UBBSLA)
- UKRAINE - The Communal Organization Agency for Corss Border Cooperation “Euroregion Lower Danube” (COACBC)
- GEORGIA - International Centre for Social Research and Policy Analysis (ICSRPA)
- TURKEY - Samsun Special Provincial Administration (SSPA)
- TURKEY - Municipality of Inebolu (MI)

Common borders. Common solutions.



Programme funded by the  
EUROPEAN UNION



Common borders. Common solutions.

## DABS - Start-up conference and thematic workshop in Romania

The launch conference was organized in Galati, Romania on August 1st, on the same day with the workshop.

The debates of the workshop were conducted by the project manager **Mr. Ilie Dragan** and by the technical expert **Mrs. Carmen Costache**. Each partner presented the institution or association they represent the activity, the activity and experience they have in other European projects. The main goal of the workshop was to present the DABS objectives and expected results for stakeholders benefits.

The workshop was an excellent way to collect information from private companies and the business environment about the opportunity of opening new alternative routes on the Danube to connect the Black Sea, and even further to connect the European economy with Asian economy.

At the workshop certain contacts have been established between the Turkish partners and private companies. The Turkish representatives from the Municipality of Inebolu and Samsun Special Provincial Administration have expressed their clear intentions on assessing the opportunities provided by Galati County. All partners agreed upon creating a database with contact details of main stakeholders from the Black Sea Basin, in order to send them regular questionnaires regarding their activities, and to ask for feedback.



## Workshop in Turkey, Samsun

The second thematic workshop of DABS project was organized on September 20th, 2013 in Samsun, Turkey where each partner presented the current situation in their country. The situation in Turkey – Inebolu shows that the private sector and the local authorities strongly support the project and are open for collaborations in the field of tourism and trade. The partner from Samsun – Turkey got support from a local logistics expert which presented the Turkey masterplan for transport. One of Turkey stakeholders representing an important local private port operator presented the company and the port of Samsun.

The Ukrainian partner mentioned the intention of establishing a collaboration between Romanian and Ukrainian seaports and the main focus for the following period of contacting stakeholders and creating the database.

The partner from Moldova aims to expand their network with the help of all the partners because the aim of the project is the free trade zone allowing for a broader range of opportunities.

The lead partner from Romania mentioned that countries from Central EU show great interest to reach Black Sea ports and to start a cooperation with West Black Sea ports.



*Samsun workshop - DABS partners*

The aim of the cooperation is to develop freight corridors mostly by using the Danube river and railways.

There is no doubt of a synergy between DABS and this initiative.

UPIR's proposal to gather information was to elaborate a questionnaire for stakeholders in all partner countries and the conclusions will form a data base for market analysis completion as a part of the feasibility study.

Some of the workshop conclusions were the need to distribute the questionnaires to as many stakeholders as possible, to elaborate a market analysis taking into account the information given by the neighbouring countries and to create a database with potential stakeholders which have a common structure.

Common borders. Common solutions.



Programme funded by the  
EUROPEAN UNION



Common borders. Common solutions.

## Workshop in Georgia, Tbilisi

On November 8th, 2013 the Georgian partners, ICSRPA, organized a meeting in Tbilisi to present a market analysis on the current status of the Georgian ports. At the event attended members of the implementation team and specialists from the maritime and transport sector in Georgia. The event was organized by the International Centre of Social Research and Policy Analysis in Georgia.



The **ICSRPA's chairman, Mr. George Ivanishvili** made a short introduction of his organization and the the DABS participants, afterwards the discussions were centered on the importance of georgian ports for the regional and national economy. The port administrators attending the meeting assured that in the last few years many investments were made in the development of port infrastructure and now they can provide services at an international level.

**Mr. Adrian Valcan – external consultant**, attending the event explained the importance of gathering as much information from stakeholders as possible, and creating a database that will accommodate all future needs and requirements.

The conclusions of the event were that all partners must start to distribue the questionnaires to private companies and port operators, to collect information for the feasibility study. Also the partners must decide which port will connect with Danube river first.

## Workshop in Bulgaria,Varna

The workshop in Bulgaria was organised by the Union of Black Sea Local Authorities on the 25th and 26th of November. At the event were present representatives from the port of Burgas, Maritime Administration Varna, Marine Cluster Bulgaria, Bulgarian Shipmasters association, local and regional administrations, Chamber of Industry and Commerce, business and energy agencies, branch organizations, business companies and port administrations.

At the workshop **Mr. Adrian Valcan – external consultant** explained each question, terms, abbreviations of the questionnaires and which are the objectives of the analysis. He answered the questions and helped partners to get a better understanding of the collection and processing. During discussions appeared the necessity to also collect information about the involved ports facilities emerged. The collection and analysis of databases is the first step which supports freight flows and main transport corridors identification in the Black Sea Basin area, focussed mostly on containers traffic. The optimal solutions in terms of route, transport capacity, ship type, call ports/intermodal terminal characteristics, costs, and administrative procedures are to be identified as well. Effects estimation of the implementation of optimal regular maritime service will be identified and then the information will be used for elaboration of the feasibility study.

**Mrs. Carmen Costache—technical expert** explained the role of Galati port as an EU gateway and the importance of improving connections between Black Sea ports and TEN-T, mainly with the corridor Rhin-Danube. She stressed attention to Bulgarian inland ports like Russe on which the national authorities need to focus more. According to Bulgarian strategy for transport the resources are focussed on railway corridors to connect Varna and Burgass to Central and Western Europe countries than to develop hinterland connections for Danube ports. The port of Ruse can be developed as there is a potential to be connected with the North ports by Corridor PAN no. IX. The port of Silistra provides very good opportunities for tourism to reach on a shortest route the Bulgarian seaside.

DABS partners shared ideas and experience with local stakeholders and experts about how the port can contribute to economic development of the region. They stressed the importance of developing a strategy and an action plan to implement the measures. The new liner sustainability will need close cooperation and strategies armonisation.

The next steps in the project are related with the following:

- ⇒ Analysis of the existing database to identify the trends;
- ⇒ Data collection, upgrading of the available database and data processing from the DABS countries;
- ⇒ Analyzing the existing information to be used for the DABS database.



Common borders. Common solutions.