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# DAHAR

**DaHar – Danube Inland Harbour Development**

**Local Action Plan Silistra**  
English version

**Jointly for our common future**

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## DaHar - Danube Inland Harbour Development

### ***Local Action Plan Silistra***

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## **Content**

### **1. Introduction**

### **2. Local Action Plan 1: Logistical infrastructure of ports, port operation models**

### **3. Local Action Plan 2: Hinterland connections development**

### **4. Local Action Plan 3: Introduction and development of container and Ro-Ro services on the Danube**

### **5. Local Action Plan 4: RIS related cargo transport management**

### **6. Local Action Plan 5: Navigability and environmental protection on the Danube**

### **7. Development and dissemination of achievements**

### **8. Final remarks**



## Introduction to the Local Action Plan for Port Silistra

The current document is developed as a part of DaHar project activities, and represent a part of actions from the work package "Developing an integrated strategy for functional specialisation in Danube logistic chain". During the activities in the deep dive process for the current situation and port perspectives, namely the meeting in Silistra in July 2012, part of Inland Waterway Transport Labs, a main directions in port development were drawn. Along with this, a SWOT analysis was performed, with detailed study of port strong sides, weaknesses, opportunities and threads. This information is from crucial importance for the process of creation of the current local action plan, and in the same time important for including Silistra in the plans for supporting the inland waterway transport (Danube) in Europe for the next 6-year financial period until 2020. The present action plan is based also on the elaborated in the summer of 2013 year so called master plans. Following the structure of the State of Art Study (performed in 2012 as part of deep dive process), the Master Plans also reflect upon the 5 thematic pillars: MP 1 with regards to the establishment of multi-modal container terminal and logistical centre, including concrete cases and port operation models MP 2 for transport linkages to road and rail, including concrete cases with good practice potentials MP 3 with regards to the integration of ports in the development of Danube container and RoRo liner services MP 4 on the possibility of integrating DaHar in already existing river information services (RIS) and further promoting the utilisation of RIS MP 5 on navigability and environmental protection The Master Plans together compose the integrated DaHar strategy for the sustainable development of a logistical network of Danube ports with a focus on the specialisation of ports in the transport logistical chain. The five thematic pillars are represented by five thematic groups within the DaHar partnership. The thematic groups are units in the partnership, include representatives from different partners, and they perform meetings and teleconferences on regular basis. The thematic groups and their leaders are responsible for the preparing of Integrated strategy for ports development in the Danube logistic chain. Silistra Municipality takes part in two groups - TG2 - Hinterland connections and TG5 Navigability and environmental protection.

The team from Silistra Municipality prepared a part from Master plan 2, namely "Perspectives of EU and DaHar countries in their national transport strategies for developing of economic and transport infrastructure. Forecast for the cargo transport". Now, as a result of the work performed already, it becomes a opportunity that each port from DaHar, and in particular Silistra, may develop own local action plans with concrete, feasible elements. The local action plan is then strongly connected with the information and recommendations from the five thematic groups, presented for the ports and their specialisation in Danube logistic chain. The analysis of the port will follow the same methodology and problems



structure as it was during the IWT Lab hold in Silistra. A more focused interest presents the infrastructure topics for port development: operational capacity, berth size, port equipment (fork-lifts, other transport technique), cranes, access to public road and rail network. Together with this, navigability, river ecosystem protection, utilisation of River Information Services will be also discussed topics within the document. The local action plan will be available in both, English and Bulgarian languages. Following the principle for transfer of good practices and knowledge, the English version will be sent also to our partners from all DaHar involved countries.

The Local Action Plan is developed considering the following rules:

- It obeys entirely the directions of the current legal frame dealing with plans for development on national and local level
- It follows the guidelines of national and EU strategies and policies (White paper, NAIADES, TEN-T, Danube strategy etc.)
- In particular the Local Action Plan has a designation to connect with the existing strategies concerning Danube micro-regions and DaHar ports.
- The focus is stated as to perform planned measurements and actions as written in Master plans recommendations.
- The measures and actions should be realistic, well defined and helpful, presuming achievement of sustainable results. The time frame fixed in the plan has to be realistic, taking into consideration the stakeholders possibilities, as well the time frame should be fitted with other projects and activities concerning Danube water transport. The Local Action Plan has to put clear and easily measurable indicators.
- The goals fixed in LAP are clear and comprehensible, the responsibility is concrete.
- The Local Action Plan is harmonized and coordinated with other actions in the scope of infrastructure and logistic projects in Silistra. These actions could be currently in progress, or planned as part of other local, national or EU funded initiatives.

When preparing the present plan, the strategic goals based on Master plans are taken under account, with their clear visions and goals. On the next structure level, key tasks identified by thematic groups are presented, are presented. The tasks and the associated with them goals are subject to the below shown rules:

- they are fully legal
- they are feasible and practical achievable
- they do not affect in bad way each other
- the activities are focused on strategic goals
- the activities are integrated



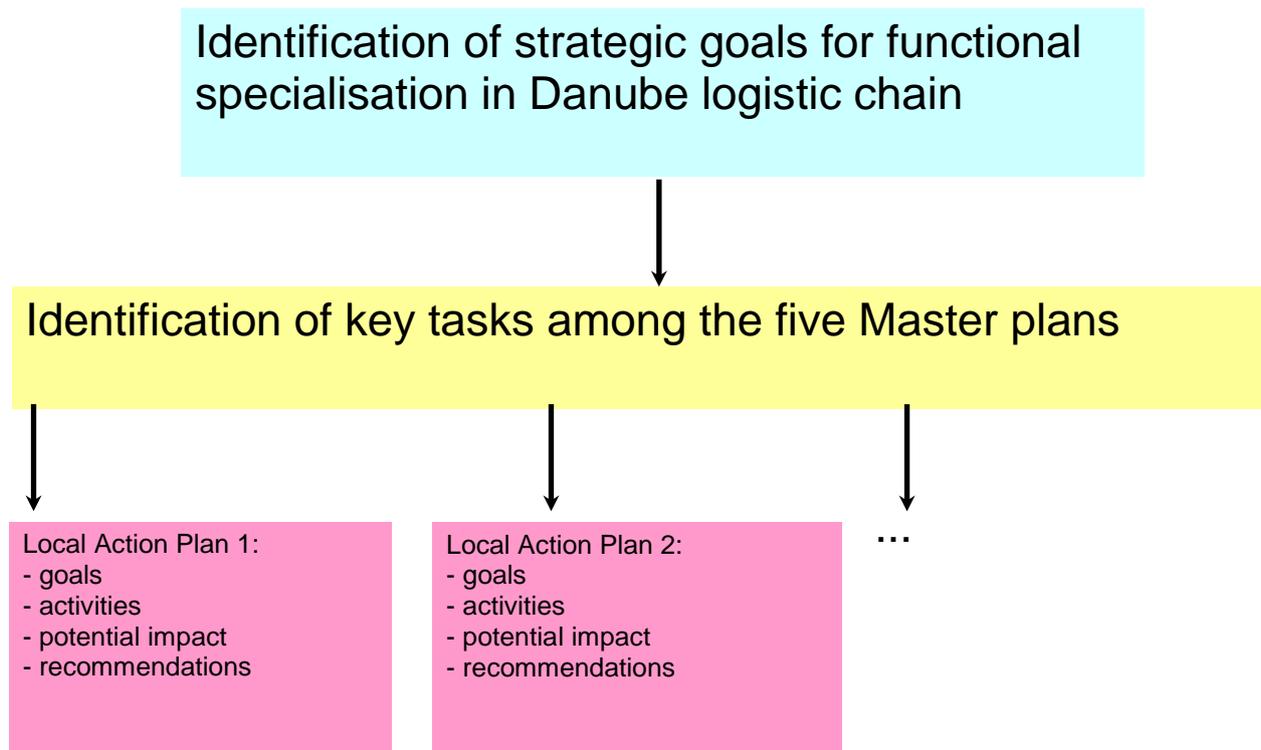


Fig. 1 Methodology for the elaborating of present plan

The Local Action Plan will have a supplementary part, which represent an exact view of document concerning the application of the LAP itself. In this document, in a given way will be presented the key task, the goal to be achieved, detailed description of the action, a methodology for implementing, participating stakeholders and time frame, as well the expected result.



## **Local Action Plan 1: "Logistics port infrastructure and operational model"**

According to the Master Plan 1, with the subject Logistic infrastructure of the port and operational model, we can draw the following conclusions concerning the quantities of cargo loads for Silistra:

- The future development of river transport is directly related to the overall economic development of the country and the economic development of the region around the city of Silistra.
- Currently in the harbour, and indeed across the river, are transported goods with low value.
- Port and other ports can attract additional cargo volumes.
- On the market for transport services the port is with very low magnitude. The situation is similar at comparable ports in the Middle and Lower Danube.
- Currently, the port has a limited number of destinations, goods which are transported are mainly commodities such as grain, manganese ore and steel in various forms, mineral fertilizer. This is in contrast with the situation in the Upper Danube where ships transport goods with greater value, such as cars.
- The container transport is represented on a very small scale. The extension of this type of business is possible in the future.

According to an inquiry with stakeholders in Silistra, the expectations of the business and administrative structures (local and national) are for the final destination of the freight Constanta and the region of Passau. According to the same study, the missing services are:

- Common infrastructure in the port, power supply, quays for passing the winter, the opportunity to use the port in winter, storage facilities - indoor and outdoor, absence of silos for bulk cargo.

The recommendations for follow-up activities for the development of the port of Silistra and its integration into global supply chains by 2020 and 2030, are presented in the following points:

### **1. Transformation of the port from place for loading and unloading in a logistics centre.**

At present, the economic activity and associated logistic services are concentrated primarily in Western Europe. With the gradual shift of the economic activity to the east direction can be expected that Silistra will be also affected to some degree by this change. The positive effect of this process will be mainly reflected in increased employment in the harbour and the financial performance of companies operating there.

### **2. Infrastructure development in and around the port, warehouses.**

The following points must be observed when making decisions in this area:



1. Property of the port; Storage capacity, the possibility of temporary storage, internal logistics;
2. Equipment - cranes, motor trucks, coastal places;
3. Particular for the port of Silistra can be concluded that the level of available equipment is satisfactory, even if outdated. In order to increase the possibility of cargo handling is desirable to build additional storage facilities for grain storage. Another type of storage should be for temporary storage of fertilizer which the port is able to package in packages of 1 ton.

### **3. Intermodality and Ro-Ro services.**

Services from this type will have increased part in the transport in Europe, due to the raising economy globalization and commodity circulation between Europe and Asia. Considering this, the port Silistra should have readiness and possibility to handle containers. For this purpose, an outdoor storage area as well handling technique for containers is needed to be ensured.

Activities in Local Action Plan 1 may include:

- Participation in meetings and conferences at European level transport topic and in particular river transport, to support the creation of a European regulatory framework of type Same River - Same Rules.
- Promoting and actively seeking investment opportunities for the development of port infrastructure. This could happen in initiatives within the Danube Strategy.

## **Local Action Plan 2 - Hinterland connections development**

Access to the hinterland connections was evaluated in terms of national and European perspectives in order to identify possible measures to achieve the targets of DaHar. Port of Silistra and the city itself are not included in any of the major European transport network - TEN-T, the Pan- European corridors, etc. Considering the type and structure of cargo handled in Silistra, the port is interested in developing links by road and rail in the following areas:

- Railway connection between Silistra and Rousse / Varna. The line is existing but not currently used for freight transport.
- Development of road Silistra - Shumen - Turkey. The road is in relatively good condition , but needs to maintain its funds from the state road fund .
- Maintain in good condition of the main thoroughfares of Silistra - Ruse and Silistra - Varna.
- Further development of Hemus motorway, which will provide a link with Sofia and Western Bulgaria through Shumen.
- In addition to the above described "local" connections, the projects with national priority relating directly Silistra is the development of Corridor VII - Danube (priority 1) and Pan- European Corridor VIII - Vlore-Tirana-Sofia-Varna (priority 2).



As additional information we may add that the Government of Republic Bulgaria prioritizes for transport projects over the next six years the development of railway freight transport (August 2013). This policy has a direct interface points with above listed port priorities.

Activities in LAP 2, may include:

- Establish contacts with relevant national institutions for the development of rail and road infrastructure - Ministry of Transport, Bulgarian Railway Company (BDZ), Agency "Road Infrastructure".
- Participation in European forums pertaining to development projects of above mentioned transport corridors.

### **Local Action Plan 3: Introduction and development of container and Ro-Ro services on the Danube**

Currently, the port Silistra doesn't have Ro-Ro operations, and the container operations are limited to small containers, yet rare. In the past a modern Ro-Ro terminal connecting Silistra with the Romanian port of Calarasi was built. The owner and operator was private Bulgarian company (from Bulgarian side), and the funding for the infrastructure was given by EU. Since 2009 the operation is cancelled, due to high price of the service and small number of vehicles. After this, the license of the company was withdrawn from the government. In order to continue the operations, and prepare the port for container services, the following actions should be fulfilled:

- Ministry of transport and regional administration should start a procedure for finding potential operator of Ro-Ro terminal
- The port should be equipped with appropriate cranes and technique for containers. The storage area should be prepared and secured in appropriate way.

### **Local Action Plan 4: RIS related cargo transport management**

River Information Services (RIS) are harmonized information services designed to support traffic and transport management in inland waterways, including, where possible, links with other transport modes. It is noteworthy that the River Information Services doesn't represent a way or possibility to carry out commercial activities between the companies engaged in river transportation or their partners.



RIS provide services such as information on the waterway traffic, traffic management, management of accidents, accident statistics, customs services and port charges. RIS are regulated by Directive 2005/44/EC of the European Parliament and of the Council of 7. September 2005 on harmonized river information services on inland waterways in the Community. Those documents, known as RIS Directive, establish a framework for implementation and use of harmonized river information services in a manner aimed to increasing the safety, efficiency, environmental protection and facilitate interaction with other transport modes.

The RIS Directive sets forth these basic principles:

- RIS should build upon interoperable systems that should be based on open and public standards, available on a non discriminatory basis to all system suppliers and users.

The development of RIS should be based on objectives such as safety, efficiency and the environmental friendliness of inland navigation, which are fulfilled by tasks like traffic and transport management, environment and infrastructure protection and the enforcement of specific rules.

- The establishment of technical specifications should include systems such as electronic navigational charts, electronic ship reporting, including a uniform European vessel number system, notices to skippers and vessel tracking and tracing.

Member States shall develop RIS in such a way that the RIS application is efficient, expandable and interoperable, so as to interact with other RIS applications and, if possible, with systems for other modes of transport. It shall also provide interfaces to transport management systems and commercial activities.

- The RIS guidelines referred to in Article 5 shall respect the following principles: (a) the indication of technical requirements for the planning, implementing and operational use of services and related systems; (b) the RIS architecture and organisation; and (c) recommendations for vessels to participate in RIS, for individual services and for the gradual development of RIS.

European regulatory framework ensures compatibility of systems in different countries. RIS is already operative system of European waterways in different versions and levels of complexity. At the time of establishing of the current Local Action Plan, the Bulgarian RIS known as the BULRIS is still not fully operative. BULRIS project is included in the priority axis IV OP "Transport" - "Improvement of the maritime and inland waterways" and will be implemented in three phases over the program period until the end of 2013. State enterprise "Port Infrastructure" is a beneficiary of the project. BULRIS has indicative budget of about 30 million BGN (ca. 15 mln EUR). Port Silistra is able to use RIS services from another provider (a private company), as well the built by Silistra Municipality so called



RIS pilot, which is a software product based on RIS technique and standards. It can provide traffic information in real time, ship data , as well as statistics about ships passed the port region. Activities that should be carried out on river systems are:

- Establish contact with the responsible administrative authorities in Bulgaria - Ministry of Transport, State Agency "Maritime Administration".
- Finding internal needs of the port regarding RIS and in particular the ability to connect with RIS the port own software. Aim is to monitor ships, and with the help of upgraded system to increase the efficiency of freight forwarding and collection of port fees.
- Active participation in national and international meetings on topics related to management of river transport and RIS. This is a winning strategy, which as a result can be expected to change in the regulatory framework of RIS and update the standards and specifications of the system. Thus, stakeholders will have an opportunity to participate in building of so called RIS+ and RIS++, which are upgrades of existing now solution.

## **Local Action Plan 5: Navigability and environmental protection on the Danube**

The issue of navigation on the Danube is of supreme importance, determining the ability to use the river as a resource for transport. Improvement of the navigation conditions is a matter of common interest to all ports, river communities, shipping companies and ship owners. Given the scale of needed activities, the improvement of navigation conditions on the river can be realized only through national and European funded projects. Here, we will not list the already completed projects , but we will mention that in 2013 the Executive Agency for Exploration and Maintenance of the Danube participate in the implementation of CO-WANDA, NEWADA duo, InTraRegio, and two projects under OP Transport to improve navigation and improved navigation systems. Specific issues discussed at the meeting in 2012 from the series Inland Waterway Transport Labs, are:

- Suspending of river freight transport due to low water levels in August - this happens almost every year and lasts up to 4 weeks.
- Restriction off river freight transport due to ice formation and river freezing during the winter months. In the winter of 2012 the river froze completely and shipping was suspended.
- To overcome above listed issues, port authorities, as well the local representatives of the Agency for Exploration and Maintenance of the Danube should initiate a deep-dive process for searching best and realistic solutions.



## Development and dissemination of achievements

### Local Action Plan 1 - Logistical infrastructure of ports, port operation models

| Name of the action                                | Description  |
|---|--|
| Objective   | <b>Transformation of the port from place for loading and unloading in a logistics centre</b>   |
| Context of the action (local/ regional, policies) | regional, change and improvement of national and regional policies for easy way to find (co-) financing  |
| Specific action                                   | Improve road and rail infrastructure around port, reopen the rail connection for freight transport - put railway station Silistra on the map. Establish contact with shipping agencies with enough experience in river and multimodal transport. |
| Tools (administrative, communication, etc)        | Communication with Bulgarian Railway Company, Communication with Agency "Road Infrastructure", District Administration.  |
| Involved stakeholders                             | Port executive directors and owners, local personnel from Railway Company BDZ, responsible person from District Administration   |
| Time-frame  | mid 2014 - end 2016  |
| Expected outcomes                                 | increased freight turnover, increased number of employed persons in port, easy access to port for local agricultural producers   |



## **Local Action Plan 1 - Logistical infrastructure of ports, port operation models**

| <b>Name of the action</b>                         | <b>Description</b>  |
|---|---|
| Objective   | <b>Infrastructure development in and around the port, warehouses</b>  |
| Context of the action (local/ regional, policies) | local activities  |
| Specific action                                   | improve road access to port, set up park places for autotrucks, clean and prepare the ground in the port for outdoor warehouse, build small warehouse for grain temporary storage |
| Tools (administrative, communication, etc)        | Communication with Municipality; actively seeking investment opportunities for the development of port infrastructure   |
| Involved stakeholders                             | Silistra Municipality, Port, Department of Interior and their regional structures for traffic control, fire protection (in port, in case dangerous materials are handled)         |
| Time-frame  | end 2014 - end 2018   |
| Expected outcomes                                 | increased turnover, more attractive port compared with Rousse, improved condition for local grain producers for temporary storage (in autotrucks or warehouse)                    |



## Local Action Plan 1 - Logistical infrastructure of ports, port operation models

| <b>Name of the action</b>                         | <b>Description</b>  |
|---|---|
| Objective   | <b>Intermodality and Ro-Ro services.</b>  |
| Context of the action (local/ regional, policies) | local, policies at EU level, following the principle Same river - same rules.   |
| Specific action                                   | prepare outdoor storage for containers, acquire specific technique for container handling   |
| Tools (administrative, communication, etc)        | Promoting and actively seeking investment opportunities (banks, EU) for the development of port infrastructure . This could happen in initiatives within the Danube Strategy. Communication with Ministry of Transport for reopening the Ro-Ro terminal Silistra - Calarasi, looking for potential operator for it. |
| Involved stakeholders                             | local forwarding companies and carriers, Silistra Municipality, Port Silistra   |
| Time-frame  | Mid 2014 - end 2015.  |
| Expected outcomes                                 |   |



## Local Action Plan 2 - Hinterland connections development

| <b>Name of the action</b>                         | <b>Description</b>  |
|---|---|
| Objective   | Railway connection between Silistra and Rousse / Varna - open for cargo   |
| Context of the action (local/ regional, policies) | national level  |
| Specific action                                   | Consultations, meeting with policy makers, lobbying.  |
| Tools (administrative, communication, etc)        | Establish contacts with relevant national institutions for the development of rail and road infrastructure - Ministry of Transport, Bulgarian Railway Company (BDZ) |
| Involved stakeholders                             | Bulgarian Railway Company, District Administration, Silistra Municipality, Port Silistra  |
| Time-frame  | mid 2014 - end 2015   |
| Expected outcomes                                 | possibility to use railway connection in Silistra for cargo transport, increased turnover at the port   |

| <b>Name of the action</b>                         | <b>Description</b>  |
|---|---|
| Objective   | Development of road Silistra - Shumen - Turkey, EU corridors VII and VIII   |
| Context of the action (local/ regional, policies) | national level, EU level.   |
| Specific action                                   | Consultations, meeting with policy makers, lobbying. Participation in European level forums pertaining to development projects of above mentioned transport corridors |
| Tools (administrative, communication, etc)        | Establish contacts with relevant national institutions for the development of rail and road infrastructure - Ministry of Transport, Agency "Road Infrastructure"      |
| Involved stakeholders                             | District Administration, Silistra Municipality, Port Silistra, Agency "Road Infrastructure"   |
| Time-frame  | mid 2014 - end 2019   |
| Expected outcomes                                 | Increased usage of port due to easy road access for autotrucks.   |



### **Local Action Plan 3 - Introduction and development of container and Ro-Ro services on the Danube**

| <b>Name of the action</b>                         | <b>Description</b>   |
|---|--|
| Objective   | Establishing container service in Port Silistra  |
| Context of the action (local/ regional, policies) | local, national level  |
| Specific action                                   | The port should be equipped with appropriate cranes and technique for containers. The storage area should be prepared and secured in appropriate way |
| Tools (administrative, communication, etc)        | establishing contact with other ports, forwarders etc with interest in container transport   |
| Involved stakeholders                             | Port Silistra, forwarders  |
| Time-frame  | mid 2014 - end 2017  |
| Expected outcomes                                 | starting using the port for container services along Danube  |

| <b>Name of the action</b>                         | <b>Description</b>  |
|---|---|
| Objective   | Ro-Ro connection Silistra - Calarasi  |
| Context of the action (local/ regional, policies) | local, national level, Bulgarian-Romanian level                             |
| Specific action                                   | Infrastructure is ready, finding appropriate operator of the Ro-Ro terminal |
| Tools (administrative, communication, etc)        | administrative at Ministry of Transport level                               |
| Involved stakeholders                             | Silistra Municipality, Ministry of Transport, District Administration       |
| Time-frame  | mid 2014  |
| Expected outcomes                                 | fully functional Ro-Ro connection Silistra - Calarasi                       |



**Local Action Plan 4 - RIS related cargo transport management**

| <b>Name of the action</b>                         | <b>Description</b>   |
|---|--|
| Objective   | Using RIS in everyday tasks, operative BULRIS  |
| Context of the action (local/ regional, policies) | national level, local level (at port)  |
| Specific action                                   | implement state of art technology RIS through BULRIS. Active participation in national and international meetings on topics related to management of river transport and RIS. Integrate RIS with own port management software. |
| Tools (administrative, communication, etc)        | communication with BULRIS developers   |
| Involved stakeholders                             | Port Silistra, State agency "Maritime Administration", suppliers of software tools for interlinking port software and RIS  |
| Time-frame  | beginning 2014 - end 2016  |
| Expected outcomes                                 | easiest way for management cargo transport through port, increased security and environment protection   |



## **Local Action Plan 5 - Navigability and environmental protection on the Danube**

| <b>Name of the action</b>                         | <b>Description</b>   |
|---|--|
| Objective   | Avoid stopping the port activities due low water. Increase turnover by eliminating bottlenecks in central part of Danube   |
| Context of the action (local/ regional, policies) | local, national and EU level   |
| Specific action                                   | To overcome above listed issues, port authorities, as well the local representatives of the Agency for Exploration and Maintenance of the Danube should initiate a deep-dive process for searching best and realistic solutions. |
| Tools (administrative, communication, etc)        | communication, be a active side  |
| Involved stakeholders                             | Agency for Exploration and Maintenance of the Danube, Port Silistra, Silistra Municipality   |
| Time-frame  | mid 2014 - end 2016  |
| Expected outcomes                                 | smoothly operation in summer months, increased cargo turnover due to removing the bottlenecks in upper part of the river.  |

| <b>Name of the action</b>                         | <b>Description</b>   |
|---|--|
| Objective   | Increased security, avoiding accidents with environmental impact   |
| Context of the action (local/ regional, policies) | national and local level   |
| Specific action                                   | Find appropriate representatives in Ministry of ecology, local authorities in Rousse, Danube Basin Administration (Pleven), contact them, participate in activities organized by them. |
| Tools (administrative, communication, etc)        | communication with appropriate regional and national administration  |
| Involved stakeholders                             | Danube Basin Administration, regional representatives of Ministry of ecology (Rousse), Silistra Municipality, Port Silistra  |
| Time-frame  | mid 2014 - end 2018, continuously activities   |
| Expected outcomes                                 | minimized risk of damages on environment and river ecosystem by ships and loading/unloading activities in port   |



## Final Remarks

The above listed stakeholders will receive extensive information above the present Local Action Plan. The Bulgarian version of the document will be disseminated among the local and national stakeholders. After receiving their comments, slight changes in the content are still possible and will be welcomed.

The calendar for the dissemination is as follow:

Beginning of 2014 to all local and presented in Silistra stakeholders.

Beginning of 2014 - national stakeholders, or other situated in Sofia, Rousse and Pleven.

The main findings in this LAP are to be presented in the DaHar Support Forum organized by Bulgarian Maritime Administration in Sofia.

The dissemination among the target groups, specially in Sofia, will be harmonized and coordinated with other Bulgarian DaHar partner - Bulgarian Maritime Administration.

The current LAP is synchronized with other project partners regarding the time frame. During the Thematic Groups meeting in Dunajvarosh hold in September 2013, a period 2014 - 2020 for the activities was accepted and approved. The activities for each port will be then similar and comparable.

The DaHar partnership agreed that the activities conducted during the period 2011 - 2013 in DaHar may be extended in the form of other project. The focus of this new project could be concrete investments, i.e. implementing the Strategy and Local Action Plans.

Silistra

14.October. 2013.

