



Interreg



EUROPEAN UNION

Danube Transnational Programme

DBS Gateway Region



Regional Action Plan

Port of Galati



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1 Regional Action Plan of the Port of Galati Region

1.1 Definition of the Port of Galati Region

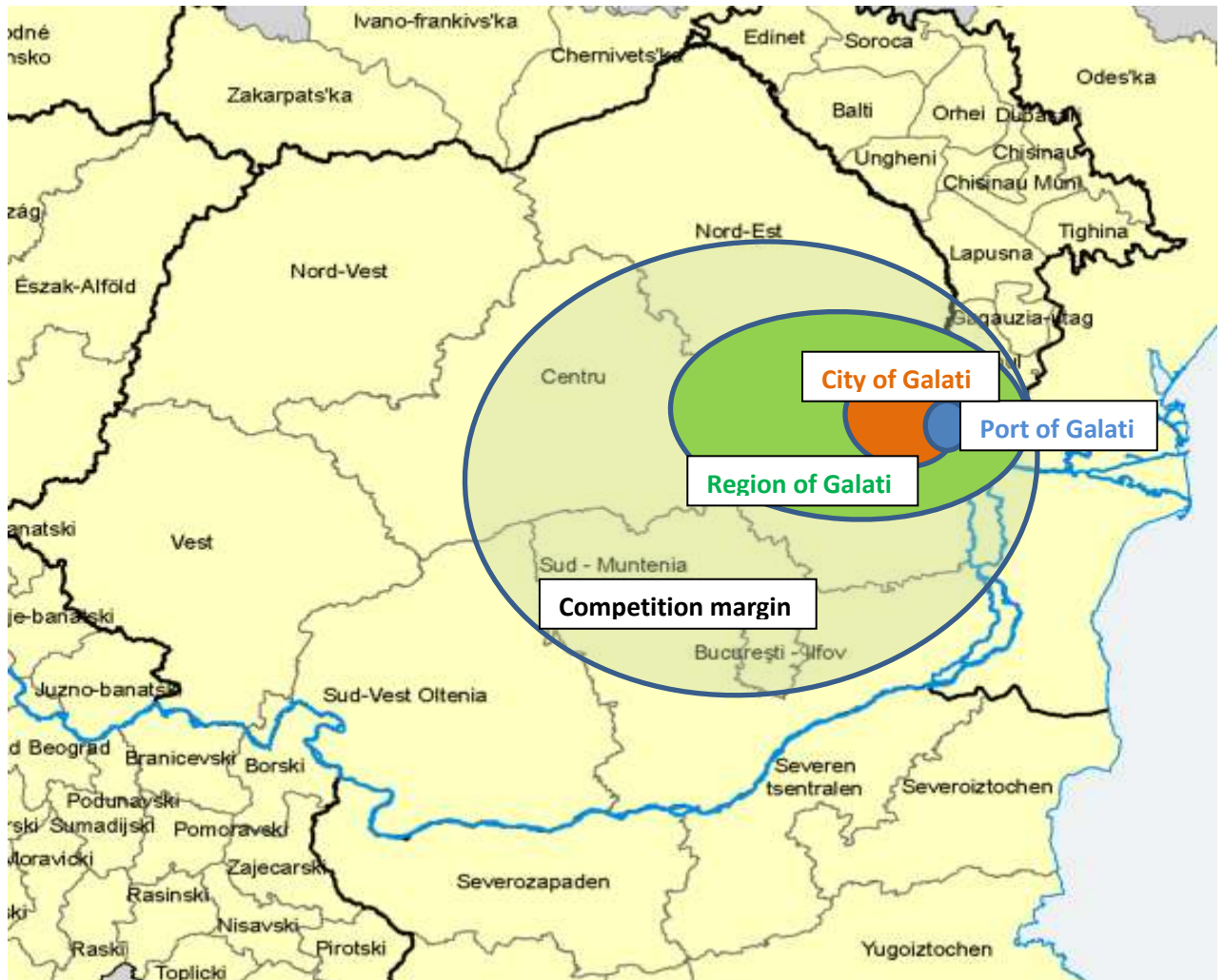
Located on the left bank of the Danube, only 80 nautical Miles or 150 kilometres to the Black Sea (Sulina channel), Galati is situated closely to the Romanian non EU border - The Republic of Moldova (12 km to the border crossing at Giurgiulesti) and the Ukraine (Danube Port of Reni located 20 km from Galati). The city is also very close to the Romanian Danube town of Braila (only 20 km), the “Twin Citys” - Braila and Galati would form the second largest metropolitan zone in Romania after Bucharest. The city of Galati had a population of 241 776 in 2011, making it Romania's 7th largest city.

The Danube is the 2nd longest river in Europe after the Volga, and it has been a transport mode since ancient times; and the development for Galati Port began in 1856, when was formed the first union of states that have proposed to work together in order to ensure a safe and efficient transportation corridor for goods between the Danube and the Black Sea and vice versa.

The main advantages of Galati in the field of international transport are:

- its connection to the wide gauge railway lines of Moldova, Ukraine and Russia,
- the accessibility by seagoing vessels with a draught of up to 24 ft. (7.3 m) via the maritime Danube (Sulina channel).
- the Eastern European Union Danube port.

Combined with road transport, standard railway lines to Western Europe and inland navigation on the Danube, Galati is a pentamodal or five modal location. Galati port is the main IWT and maritime port on the Danube.



1.2 Overview of the measures drawn from the Roadmap

The fields of intervention has been elaborated into operational objectives by Roadmap and for each of these objectives has been identified for Galati port and related hinterland the following measures:

1.2.1 Field of Intervention: Infrastructure

- Ensure the accessibility of the ports' hinterland:
 - high-quality transport axes (rail, road and IWW) from the ports to business areas/customers in the region
 - Expansion and modernization of Galati city ring road
 - wide-reaching network of last mile infrastructure (rail and road) from the ports to customers/consumers
 - Modernization of Galati-Buzau rail road section (I56)
 - Modernization of road connection Galati-Buzau road; Galati-Slobozia (I88)

- Ensure reliability and accessibility of the whole DBS Gateway Region:
 - All year-round reliable fairway conditions of the Danube river (bring the Danube River in a good navigation status including full implementation of RIS and ensure effective river and waterway infrastructure maintenance)
 - Improving Navigation Conditions on the Danube between Calarasi and Braila – works and FS (I137)
 - Improving Navigation Conditions on the Danube – Romanian – Bulgarian Joint Sector (Km 845,5 – km 375)
 - Infrastructure works, Bank protections on Sulina Channel
 - Dredging works on the Danube for fairway maintenance (I138)
 - Rehabilitation and maintenance Procurement of equipment (I141)
- Provide adequate terminal infrastructure in the region and within the ports to transform them into functional intermodal hubs:
 - Construction of new multimodal logistic platforms :
 - Galati multimodal platform (I291)

1.2.2 Field of intervention: Service

- Widen the ports' functionalities by adding new/special services to the ports' portfolio
 - Development passenger and touristic services in maritime Danube ports (S16)
- Transform ports into functional intermodal hubs by optimising processes and specializations based on specific transport demand of the hinterland and the role within the regional and international logistic chain
 - elaborate Smart Specialization strategies for Danube ports development (S14)

1.2.3 Field of intervention: Danube-affine business development

- Business settlement services: support companies during business settlement processes and provide special services to support companies using IWW
 - setting up business facilitators in ports (business incubators, business centres, one-stop-shop) (B13)

1.2.4 Field of intervention: Organisation/ Cooperation

- Enable the efficient share of information between all ports to optimise operation and processes:
 - support full deployment of information and communication systems (e.g. interface between RIS and port systems) and linking them with similar systems for the maritime sector; provide logistic stakeholders with access these data; integrate customs agencies in information flow
 - implementation of Port Community Systems in DBS ports (C24)
- Encourage joint planning processes and solutions to address transnational challenges:
 - develop and implement of a DBS Gateway Region resilience strategy (including for example emergency services of the DBS countries etc.)

- set up joint awareness and planning for accidental water pollution management (C45)
- Encourage the offer of joint services:
 - Development of joint services (specialisation of single ports within the system of the DBS Gateway Region)
 - Enhance cooperation and innovation uptake on Danube ports by clustering relevant stakeholders (C48)
 - Accessibility of joint services: ICT applications and integrated information exchange (one stop shop) for supporting intermodal and logistic services
 - set up technology information centres in DBS ports (C51)

1.2.5 Field of intervention: Legal framework

- Ensure transnational harmonisation of standards:
 - set standards for port labour training and qualification at DBS Gateway level and develop a regulatory framework at European level to provide multi-skilled port workers and enable port labour mobility
 - set up a Centre for port labour training (L39)
- Ensure competitive prices for shipping in order to make IWW transport competitive and ensure transparency of infrastructure charges.
 - elaborate a toolkit for stimulative charging of the port infrastructure (I51)

1.2.6 Field of intervention: Research/ Technology/ Innovation

- Ensure uptake of innovation in IWW and ports
 - implement LNG facilities in core TEN-T ports (T25)

1.3 Detailed description of each measure

Expansion and modernization of Galati city ring road	
Description	Rehabilitation and modernization of 10.98 km of municipal road to be transformed and ranked in the upper category (county road). The envisaged upgrades consist of extending the lanes to two strips per sense and building a flyover bypassing the city area. Thus traffic will be fluidized on the artery that connects the city to TEN-T, namely with E87/584 and E581 by DN26.
Beneficiaries	Galati town community, Port community of Galati port, Galati-Giurgiulesti (RO-MD) crossborder area Objectives of the measure : to smoothen freight and passengers flows from Galati-Giurgiulesti crossborder customs and industrial&port areas to the main exits of the city to road connections with the defined hinterland (North-East region and Central region)
Responsible institution	Galati County Council, Galati Municipality
Steps	- necessity, opportunity, cost estimation – Feasibility Study (completed) - identifying funding sources and getting funding (ongoing) - implementation
Horizon implementation for	2018-2021
Budget	40 mil EURO Funding sources : Regional Operational Programme, National Budget, County Budget
Good practice examples	NA

I56 Modernization of Galati-Buzau rail section	
Description	The envisaged section (lines 700 and 702 between Buzau and Braila and Galati towns) to be modernized is part of comprehensive TEN-T and connect the core port of Galati and the comprehensive port of Braila to core TEN-T *Rhine Danube Corridor). The section is electrified and have one lane per sense. The envisaged works are : - Rehabilitation for High-speed trains - Improvement of signaling and communication systems - Modernization of facilities provided in Galati and Braila stations
Beneficiaries	Beneficiaries are rail operators, passengers, logistic companies Objectives of the measure : Upgrade technical parameters, according to Regulation no 1315/2013, of the rail section Buzău – Făurei – Brăila – Galați – Reni - Giurgiulesti (MD, UA border).
Responsible institution	National Company Administration of Romanian Railway Infrastructure
Steps	- necessity, opportunity, cost estimation – Feasibility Study (under preparation) - identifying funding sources and getting funding (under preparation) - implementation
Horizon implementation for	2016-2021
Budget	524 mil EURO Funding sources : - Operational Programme “Large Infrastructure” - State budget
Good practice examples	NA

I88 Modernization of road connection Galati-Buzau road; Galati-Slobozia road section	
Description	The envisaged section (Buzau- Braila- Galati and section Slobozia-Braila-Galati) to be modernized is part of comprehensive TEN-T and connect the core port of Galati and the comprehensive port of Braila to core TEN-T *Rhine Danube Corridor). The section have one lane per sense. The envisaged works are : <ul style="list-style-type: none"> - Upgrade to express road range (high-speed improvement and to reduce accidents risks)
Beneficiaries	Beneficiaries are road transport operators, population, logistic companies Objectives of the measure : Upgrade technical parameters, according to Regulation no 1315/2013, of the road section Buzău – Făurei – Brăila – Galați // Slobozia-Braila-Galati.
Responsible institution	National Company Administration of Romanian National Roads
Steps	- necessity, opportunity, cost estimation – Feasibility Study (under preparation) - identifying funding sources and getting funding (under preparation) - implementation
Horizon for implementation	2018-2031
Budget	384,99 mil EURO Funding sources : <ul style="list-style-type: none"> - Operational Programme “Large Infrastructure” - State budget
Good practice examples	NA

I137 Improving Navigation Conditions on the Danube between Calarasi and Braila – works and FS	
Description	Thresholds formed at critical points will be eliminated by carrying out hydro-technical works to improve navigation conditions : <ol style="list-style-type: none"> 1.improve navigation conditions at Bala critical point (Calarasi – Braila Danube sector Km 375 – km 175) 2.improve Navigation Conditions on the Danube– Romanian– Bulgarian Joint Sector (Km 845,5 – km 375) 3. infrastructure works, Bank protections on Sulina Channel
Beneficiaries	Beneficiaries are IWT operators, logistic companies Objectives of the measure : <ul style="list-style-type: none"> - ensure Danube fairway complying all around year with technical parameters concerning fairway depth according to Regulation no 1315/2013;
Responsible institution	River Administration of the Lower Danube Galati, ROMANIA (AFDJ)
Steps	1.improve navigation conditions at Bala critical point <ul style="list-style-type: none"> - necessity, opportunity, cost estimation – Feasibility Study (completed; need to be updated) - identifying funding sources and getting funding (partially completed; new application is under preparation) - implementation (Infrastructure works have been executed in 3 bottlenecks on this sector. 2.improve Navigation Conditions on the Danube– Romanian– Bulgarian Joint Sector (Km 845,5 – km 375) <ul style="list-style-type: none"> - necessity, opportunity, cost estimation – Feasibility Study (under

	preparation) - identifying funding sources and getting funding - implementation 3. infrastructure works, Bank protections on Sulina Channel - identifying funding sources and getting funding (completed) - implementation (acquisition procedure in progress)
Horizon implementation for	1.1.improve navigation conditions at Bala critical point 2015-2020 1.2.improve Navigation Conditions on the Danube– Romanian– Bulgarian Joint Sector 2017-2020 1.3. infrastructure works, Bank protections on Sulina Channel 2015-2023
Budget	136,036 mil EURO Funding sources : - Operational Programme “Large Infrastructure” - CEF - State budget
Good practice examples	NA

I138 Dredging works on the Danube for fairway maintenance

Description	Maintenance dredging on Danube fairway The project will provide an adequate maintenance budget for implementation of Master Plan for Rehabilitation and Maintenance of the Danube Channel and its tributaries.
Beneficiaries	Beneficiaries are IWT operators, logistic companies Objectives of the measure : - ensure Danube fairway complying all around year with technical parameters concerning fairway depth according to Regulation no. 1315/2013;
Responsible institution	River Administration of the Lower Danube Galati, ROMANIA (AFDJ)
Steps	- necessity, opportunity, cost estimation – Feasibility Study (completed) - identifying funding sources and getting funding (ongoing) - implementation
Horizon implementation for	Permanently
Budget	6,374 mil EURO Funding sources : - Operational Programme “Large Infrastructure” - State budget
Good practice examples	NA

I141 Rehabilitation and maintenance / Procurement of equipment

Description	Refurbishment of the multifunctional sea ice trolley with "Perseus" ice class - 6,600 hp Purchase of equipment and specialized vessels (measuring vessels, signaling, dredging, tugs that may interfere with ice breaking) to increase the technical capability of the waterway administration : -2 seagoing tugs -2 river tugs (ice breakers) -1 seagoing tug -1 marking vessel -2 dredgers -1 tank barge
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	<ul style="list-style-type: none"> -2 maritime pilot boats - 3 river pilot boats -1 river dredger -1 pontoon -1manoeuvring tug -2 barges
Beneficiaries	<p>Beneficiary is River Administration of the Lower Danube Galati</p> <p>Objectives of the measure :</p> <ul style="list-style-type: none"> - increase the effectiveness of maintenance and intervention activity in case of special situations (drought, frost) - Improving the efficiency of port and fairway safety services
Responsible institution	River Administration of the Lower Danube Galati, ROMANIA (AFDJ)
Steps	<ul style="list-style-type: none"> - necessity, opportunity, cost estimation – Feasibility Study (completed) - identifying funding sources and getting funding (ongoing) - implementation (ongoing)
Horizon for implementation	2017-2021
Budget	<p>52.852 mil EURO</p> <p>Funding sources :</p> <ul style="list-style-type: none"> - Operational Programme “Large Infrastructure” - CEF - State budget
Good practice examples	NA

I291 Galati multimodal platform	
Description	<p>Modernization of port infrastructure and providing intermodal transshipment equipment to develop multimodal platform in port of Galati according to Regulation no.1315/2013 and Regulation no.1316/2013. 900 m of quay wall will be modernized by turning from sloped to vertical one, intermodal facilities (transtainers) will be purchased to manipulate 150.000 TEU/year. The rail and road network will be redesigned and a new dedicated gateway will be provided to separate freight flows from terminal to other freight flows from port. A roundabout and a flyover will eliminate bottlenecks on crossing point between rail tracks entering the port and E87.</p>
Beneficiaries	<p>Beneficiary are vessels calling the port of Galati, rail and road transport operators.</p> <p>Objectives of the measure :</p> <ul style="list-style-type: none"> - Enable intermodality between four modes of transport (rail, road, IWT and maritime) - Reduce the negative impact of port operations on the environment
Responsible institution	Consortium composed of National Company Maritime Danube Ports Administration and private port operators Port Bazinul Nou and Metaltrade Intl
Steps	<ul style="list-style-type: none"> - necessity, opportunity, cost estimation – Feasibility Study (completed) - identifying funding sources and getting funding (completed for quay wall; under preparation for the rest of project objects) - implementation (design and quay wall construction under implementation)
Horizon for implementation	2017-2021

Budget	80.799 mil EURO Funding sources : <ul style="list-style-type: none"> - Operational Programme “Large Infrastructure” - CEF - State budget - Private funds
Good practice examples	NA

B13 Setting up business facilitators in ports (business incubators, business centres, one-stop-shop)

Description	Setting “One-Stop-shop” in Danube ports including Galati port to provide transparent & up-to-date transnational information on Danube navigation and port facilities. The “one-stop-shops” will be delivered as an on-line integrated platform accessible by all port and Danube clients supporting their logistic needs.
Beneficiaries	Beneficiary are inland & maritime transport services and logistic services providers Objective of the measure : <ul style="list-style-type: none"> - Enhance integration of Danube navigation and Romanian ports into logistic chains - Strengthen Danube region
Responsible institution	Union of Romanian Inland Ports and CERONAV
Steps	- identifying funding sources and getting funding (completed) - implementation (ongoing)
Horizon for implementation	2017-2019
Budget	41,000 EURO Funding sources : <ul style="list-style-type: none"> - DANUBE Transnational Programme - State budget - Private funds
Good practice examples	Inland waterway promotion centers are well established and successfully working in the Rhine-Main Region as well as in Austria, offering a wide range of instruments and information which foster and promote inland navigation. Downstream Danube countries do however, have a backlog which will be reduced through institutional, organizational and individual capacity building.

C24 implementation of Port Community Systems in DBS ports

Description	Design and implement Port Community System in port of Galati. It consist of a neutral and open electronic platform enabling intelligent and secure exchange of information between public and private stakeholders in order to improve the efficiency and competitive position of the Galati port community. It provides for the electronic exchange of information between all port and logistics sectors. Through PCS the port of Galati will gain the ability to integrate into the National Single Window which Romania, as all European Member States , will develop in response to recent Directives and policy from the European Commission. A PCS is therefore pivotal in the Single Window concept and will reduce duplication of data input through efficient electronic exchange of
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	information. PCS will be implemented by a freight corridor approach
Beneficiaries	Beneficiary is the Galati port community. PCS is formed by the community, for the community. Objective of the measure : <ul style="list-style-type: none"> - It will optimise, manage and automate smooth port and logistics processes through a single submission of data and by connecting transport and logistics chains. - Enable integration of Galati port into intermodal supply chains
Responsible institution	National Company Maritime Danube Ports Administration
Steps	- identifying funding sources and getting funding (in preparation) - implementation
Horizon for implementation	2019-2022
Budget	Not yet available Funding sources : <ul style="list-style-type: none"> - CEF - State budget - Private funds
Good practice examples	Port of Trieste, partnership between port of Basel and Mannheim (Switzerland and Germany)

C45 Set up joint awareness and planning for accidental water pollution management	
Description	Establishment of a supportive framework to enhance the awareness and competences of human resources involved in marine pollution management on Lower Danube area. It will be addressed on the basis of available best practice which will be adapted to the specificity of the implementation area. The action will start with a survey of best practice from EU countries. Based on the capitalization of best practice survey will be elaborated the concept of the center which will be fleshing the supportive framework to enhance the awareness and competences of human resources involved in marine pollution management. The concept will be designed so as to allow multiplication and easy adaptation to the specific of other areas along Danube. The concept will be implemented as a pilot action by setting up the center in location in Galati port which will serve all stakeholders from Lower Danube area involved in marine pollution management. As the project address the maritime sector of the Danube, the validation of the implementation of the designed concept will be made by training of a group of personnel selected from port authorities from RO, UK and MD, which are providing support functions to national competent authorities responsible for emergency in case of marine pollution. The envisaged actions are : <ul style="list-style-type: none"> - Develop multinational response capacities, including tools and methodologies, to operate jointly and to enhance the quality and interoperability of such capacities - Elaborate a common emergency plan to manage crossborder accidental pollution on maritime sector of the Danube - Create and train a pool of experts to operate in case of accidental water pollution - Set up a training center as a supportive framework to enhance the awareness and competences of human resources involved in marine pollution management
Beneficiaries	Beneficiaries are maritime Danube ports and civil protection and disaster

	<p>management national authorities</p> <p>Objective of the measure :</p> <ul style="list-style-type: none"> - Enhance preparedness and response capacities of national civil protection and disaster management personnel to oil spill, to mitigate their adverse effects on people and the environment - Strengthen cross-border cooperation and partnerships between Romania and the Neighbourhood countries, the Republic of Moldova and Ukraine, in the field of civil protection to improve the effectiveness of systems for preparing for and responding to oil spill accidents
Responsible institution	National Company Maritime Danube Ports Administration
Steps	<ul style="list-style-type: none"> - identifying funding sources and getting funding (in preparation) - implementation
Horizon for implementation	2019-2021
Budget	<p>Not yet available</p> <p>Funding sources :</p> <ul style="list-style-type: none"> - EU funding programme - State budget - Private funds
Good practice examples	Black Sea Emergency Plan

C48 Enhance cooperation and innovation uptake on Danube ports by clustering relevant stakeholders	
Description	Building up administrative capacity and competences of “Blue economy” clusters, in this case of Romanian River Transport Cluster, and set up a network among Black Sea and Adriatic Sea clusters. The network will manage a database of innovation needs and experts which will help clusters to enhance their role in innovation uptake among maritime industry stakeholders especially SME’s and to develop cooperation between industry and academic environment
Beneficiaries	<p>Beneficiary are stakeholders from maritime sectors : transport, ports, shipbuilding, ship repairing , ship design.</p> <p>Objective of the measure :</p> <ul style="list-style-type: none"> - Deliver know how to maritime sector from neighbourhood countries (Balkans) and East EU countries to reduce gaps in innovation uptake - With relevance for Romania : enhance Romanian River Transport Cluster role in innovation uptake by port community members; strengthen cooperation between port community and Galati universities and local authorities
Responsible institution	Union of Romanian Inland ports
Steps	<ul style="list-style-type: none"> - identifying funding sources and getting funding (preparation) - implementation (ongoing)
Horizon for implementation	2019-2021
Budget	<p>50,000 EURO</p> <p>Funding sources :</p> <ul style="list-style-type: none"> - EU funding programme - National funding programme - State budget - Private funds

Good practice examples	Networks of clusters from EU (European Network of Maritime Clusters)
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C51 Set up technology information centres in DBS ports	
Description	The Information Technology Center will be established in Galati by Romanian Inland Ports Union, as a software platform dedicated to provide port community members with information about research results and innovation uptake examples related to port business. The action enroll in the program of measures outlined through the Intelligent Specialization Strategy of the South-east Region of Romania which identified waterway transport and related bussinees as smart specialization areas of interest. Also, the center will enhance cooperation between port community, academics and other port’s related activities by Romanian River Transport Cluster participation. The center will join networks of similar organizations from Romania and abroad
Beneficiaries	Beneficiary are port community members Objective of the measure : <ul style="list-style-type: none"> - Enable port community stakeholders acces to innovation - Deliver research needs to Romanian River Transport Cluster
Responsible institution	Union of Romanian Inland Ports
Steps	- identifying funding sources and getting funding (ongoing) - implementation
Horizon implementation for	2019-2020
Budget	Not yet established Funding sources : <ul style="list-style-type: none"> - Operation Programme Competitiveness - State budget - Private funds
Good practice examples	NA

L31 set up a Centre for port labour training	
Description	The proposed action purpose is to overcome the challenges faced by port sector activities. The existing skills’ gaps and jobs accessibility has always been a topic of the discussions and analysis but since the containerization in international trade starts on 1966s and other demands increased. As labour force proved to be a driver to business competitiveness the lack of competence and low interest for port jobs hinder the port services capacity to met clients demands. The project will specifically target the issue of existing mismatch between available skills and need of the port sector labour market by setting up basis for a concrete link between the sector of education and training on the one hand and port industry on the other hand. The implemented concept of the competency-based framework for port workers development is a good-practice example of cooperation between training and industry and of innovative training models , which can be further disseminated to other ports in Black Sea and along the Danube. The project capitalise results of previous projects TRAINING4PORTS an EUPORTRAITS
Beneficiaries	Beneficiary are port community members both employers and employees, training services providers, youngsters Objective of the measure : <ul style="list-style-type: none"> - Improve training services to match labour market needs

	<ul style="list-style-type: none"> - Improve the regulatory framework - Enhance port labour access to training services - Support employers to set up a competitive framework for port labor
Responsible institution	Union of Romanian Inland Ports
Steps	<ul style="list-style-type: none"> - identifying funding sources and getting funding (under preparation) - implementation
Horizon implementation for	2019-2021
Budget	400,000 EURO Funding sources : <ul style="list-style-type: none"> - EU funding - State budget - Private funds
Good practice examples	Port Labour school from Lisbon, Anvers, Rotterdam

L51 elaborate a toolkit for stimulative charging of the port infrastructure

Description	The action consist of a set of best practice and guidelines for port infrastructure administrators use to help them develop policy and pricing strategy in order to attract freight flows by increasing the calls of ports. The purpose is commercial but also with environmental impact in line with EU strategy for “greening” the transport.
Beneficiaries	Beneficiary are port infrastructure administrators. Objective of the measure : <ul style="list-style-type: none"> - Increase ports’ competitiveness - Support uptake by infrastructure users which uptake innovation to greening the services they provide
Responsible institution	Union of Romanian Inland Ports
Steps	<ul style="list-style-type: none"> - identifying funding sources and getting funding (under preparation) - implementation
Horizon implementation for	2019-2021
Budget	Not yet established Funding sources : <ul style="list-style-type: none"> - EU funding - State budget - Private funds
Good practice examples	Not identified

S14 Elaborate Smart Specialization strategies for Danube ports development

Description	Europe is facing major economic challenges that require an ambitious economic policy for the 21st century. The EU has set out its vision for Europe's social market economy in the Europe 2020 strategy which aims at confronting our structural weaknesses through progress in three mutually reinforcing priorities: smart growth, based on knowledge and innovation; sustainable growth, promoting a more resource efficient, greener and competitive economy; inclusive growth, fostering a high employment economy delivering economic, social and territorial cohesion. Investing more in research, innovation and entrepreneurship is at the heart of Europe 2020 and a crucial part of Europe's response to the economic crisis. the Commission encourages the design of
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	national/regional research and innovation strategies for smart specialisation as a means to deliver a more targeted Structural Fund support and a strategic and integrated approach to harness the potential for smart growth and the knowledge economy in all regions. Thus governments start to develop national and regional RIS2 Strategies. Regional RIS2 Strategies need to be depicted into sectorial RIS3 strategies following the identified smart specialization economic sectors for each region by combining innovation with specific strengths of Galati port community
Beneficiaries	Beneficiary are port community members. Objective of the measure : <ul style="list-style-type: none"> - maximizing the exploitation of the opportunities offered by Galati port - developing the Galati port as an economic growth engine for local community and for the region
Responsible institution	National Company Maritime Danube Ports Administration
Steps	- identifying funding sources and getting funding (under preparation) - implementation
Horizon for implementation	2019-2021
Budget	Not yet established Funding sources : <ul style="list-style-type: none"> - EU funding - State budget - Private funds
Good practice examples	Not identified

S16 Development passenger and touristic services in maritime Danube ports	
Description	The envisaged measure aims to increase the Galati port contribution in developing the South-East region tourism by the development of passenger transport on the Danube. Thus the waterway transport share will increase for the benefit of the environment and reducing the risk of accidents on roads. The project will create modern facilities for passengers and vessels to ease tourists' access to the Danube Delta and to create a more attractive and environmentally friendly alternative to road transport
Beneficiaries	Beneficiary are persons travelling for tourism purpose Objective of the measure : <ul style="list-style-type: none"> - To develop the Port of Galati role as starting point for travel exclusively on Danube to the Danube Delta - To revitalize the public transport on the Danube
Responsible institution	National Company Maritime Danube Ports Administration; Galati Municipality
Steps	- identifying funding sources and getting funding (under preparation) - implementation
Horizon for implementation	2020-2025
Budget	Not yet established Funding sources : <ul style="list-style-type: none"> - EU funding - State budget - Private funds

Good practice examples	CapaCity project
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T25 Implement LNG facilities in core TEN-T ports	
Description	<p>Construction of LNG terminal in port of Galati to comply with Regulation no 1315/2013. The action is in line with implementation of LNG according to the EU transport/energy/environmental policy goals and actions. The path of this action was paved by the LNG Masterplan which is a platform for cooperation of authorities and industry stakeholders with the purpose to facilitate the creation of harmonized European regulatory framework for LNG as fuel and cargo in inland navigation and to promote it accordingly. It delivers technical concepts for new and retrofitted vessels and terminals. It develops a comprehensive strategy together with a detailed roadmap for the implementation of LNG</p> <p>Thus the envisaged action implement the identified measures for port of Galati. According to it the LNG terminal location in Galati is proposed in Industrial Park area with mooring facility for vessels and operational capacity of 8,000 cbm. The storage capacity will be provided with transshipment equipments for all modes of transport</p>
Beneficiaries	<p>Beneficiary are ship-owners and LNG traders.</p> <p>Objective of the measure :</p> <ul style="list-style-type: none"> - Complying with Regulation no.1315/2013
Responsible institution	National Company Maritime Danube Ports Administration/Free Zone/Industrial Park (depending on final location)
Steps	<ul style="list-style-type: none"> - necessity, opportunity, cost estimation – Pre Feasibility Study (completed) - identifying funding sources and getting funding - implementation
Horizon implementation for	2019-2023
Budget	<p>Not yet established</p> <p>Funding sources :</p> <ul style="list-style-type: none"> - EU funding - State budget - Private funds
Good practice examples	Baltic Sea ports