

DT1.5.7 ACTION PLAN TO IMPROVE MULTIMODAL NODES EFFICIENCY AND CONNECTIONS - BRATISLAVA

PUBLIC PORTS, JSC (PP9)

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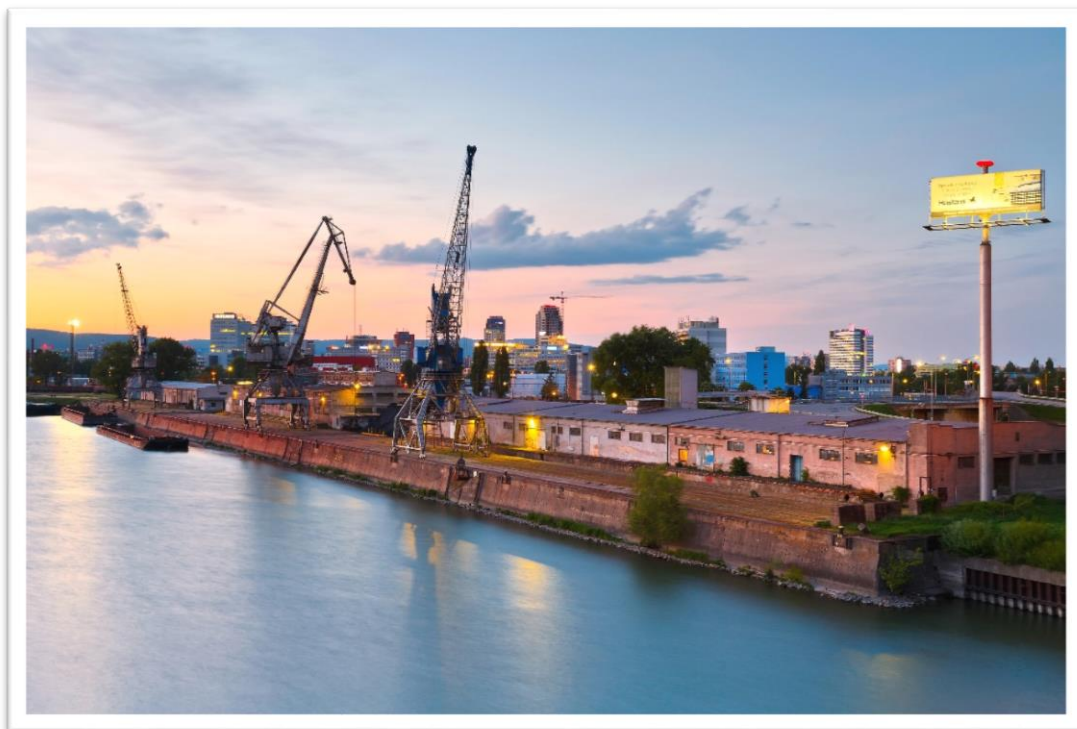


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Executive summary

This document was elaborated under codename DT1.5.7. as a deliverable from Work Package T1 of the project *TRANSPORT AND LOGISTICS STAKEHOLDERS NETWORK* (TalkNET) financed by Interreg CENTRAL EUROPE Programme. Objective of abovementioned work package is the development of action plans to improve multimodal nodes efficiency and connections on three priorities: last mile connectivity, node management optimization, multimodal services, in cooperation with stakeholders.

This document continues from the knowledge base identified in AS-IS analysis of D.T1.2.6 “*Analysis on Multimodal Nodes Efficiency And Connections – Bratislava*” elaborated in earlier stages of the project TalkNET. AS-IS analysis identified problem areas and needs that will need to be addressed in order to deal with the problem areas. Its purpose is to define an action plans containing planned activities identified as necessary in order to achieve defined goals in the field of Multimodality and last mile connection improvement. At the bottom of the document an overview of relevant stakeholders is attached.

Abovementioned analysis identified under relevant clusters following actions to be performed:

- Creation of a formal contractual ownership relationship to port infrastructure / Implementation of Full Landlord model (chapter 2.1) and
- Increase of level of services offered in the port (chapter 3.1)

In the following paragraphs, a summary of each action included in this document will be presented, clearly linking problems/needs/challenges and actions/solutions that will be illustrated through the support of the results of the SWOT analysis.

**Action 1 : Creation of a formal contractual ownership relationship to port infrastructure /
Implementation of Full Landlord model**

SWOT analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> • Optimal geographic location of Bratislava at the crossroads of transport routes between East and West of Europe • Good connection to the TEN-T transnational transport network (3 transport corridors) • Direct port connection to road, rail and waterway (all modes are within 1 km) • Support for the development of inland waterway transport by the EU • Connection to the network of inland waterways of international importance (Danube-Mohan-Rhine) • International port under the AGN agreement lying on the main inland waterway of international importance • Existence of a rail link to a broad-gauge network connecting Slovakia and Ukraine 	<ul style="list-style-type: none"> • Unstable navigability of the Danube waterway • Only a short section of the Danube River on the territory of the Slovak Republic - absence of freight transport on the Váh waterway • Absence of high-speed railway in the Slovak Republic, while its construction is not planned • Insufficient support for the use of the inland waterway • Long transport times and low flexibility of water transport • Low transport capacities of the existing port fleet • Low awareness of the possibilities of using water transport on the side of carriers and logistics operators in Slovakia
Opportunities	Threats
<ul style="list-style-type: none"> • Planned construction of a new highway connection in the immediate vicinity of Bratislava • Environmental aspect of water transport - an ecological and economic alternative to other transport modes • Marketing activities of water transport and the public port • Maintaining an ownership relationship to the port infrastructure by VPAs 	<ul style="list-style-type: none"> • High competition in the form of the ports of Vienna, Budapest and Győr-Gönyü • Proximity of the port to the city center • Proximity of the port to the protected areas of NATURA 2000 • Potential problem to get the high investment funds necessary to modernize the port

Strengths	Weaknesses
<ul style="list-style-type: none"> • Possibility of using EU financial instruments to modernize the port • Improvement of navigation conditions on the Danube waterway towards east 	

Implementation of the full Landlord model is major objective and challenge as well to be taken in order to allow the modernization of public ports in Slovakia in terms of new investments to change the trend of low level of provided services and poor technical condition of port facilities and buildings. Direct connection to road, rail and waterway (all modes are within 1 km) gives to the public port of Bratislava strong potential for future to serve as modern multimodal hub. Current status of ownership / property rights in the area of public port of Bratislava, which is unique in the Europe, stands for principal element that slows down development of the port, implementation of new technologies, modernization of facilities and buildings. This situation limits Public ports, jsc in use of public funding, either European or state.

Action 2: Increase of level of services offered in the port

SWOT analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> • Supplementary services in port (container repairs, customs declaration services, ship repair) • Existence of regular transport of containers with ports Koper, Bremerhaven and Mělník • Heavy and oversized goods transshipment in port offering 	<ul style="list-style-type: none"> • The supply of drinking water and electricity is provided by a private operator • The presence of a dominant private operator • Low quality of port services offered
Opportunities	Threats
<ul style="list-style-type: none"> • High potential for automobiles being exported from Slovakia 	<ul style="list-style-type: none"> • Relatively low number of large transport contracts - cancellation of one big

Strengths	Weaknesses
<ul style="list-style-type: none"> • The development and continuous growth of container transport in the EU • Growth in the industries of currently transported goods: the refining industry, chemicals, fertilizers and the steel industry • Generally growing trend in logistics and international goods transport • Increase in the production of cars and consumer goods in Slovakia • Launch of a regular container shipping line from China via railroad 	<ul style="list-style-type: none"> • contract has a high impact on port transshipment volumes • Redirection of existing / potential traffic flows connected to the automotive industry to the port of Koper

Even though port of Bratislava is well equipped for heavy and oversized goods transshipment, local entities provide various supplementary services (container repairs, customs declaration services, ship repair) and thanks to Ro-Ro ramp there is potential for automobiles being exported from Slovakia, the port does not provide services such as waste management or drinking water supply. Mentioned services are provided by independent private entity. This situation lowers the competitive abilities of port of Bratislava compared to ports in neighboring countries, for example Vienna or Budapest. Since the trend is growing in logistics and international goods transport, especially container transport and in industries of currently transported goods (such as the refining industry, chemicals, fertilizers and the steel industry) abovementioned services will be required even more than they are now.

Cluster 2 - Multimodal nodes optimization: overview of needs and good practices in cooperation with stakeholders to develop the action plan

The efficiency of inland port operation depends to a large extent on the available port infrastructure as well as the transshipment performance of the technology. The transport infrastructure in the public port of Bratislava can be divided into waterways (especially seabed edges and shores) and terrestrial, according to the modes of transport, which is made up of an extensive network of roads and railways. Network of roads and railways is directly linked to superstructure, such as transshipment facilities, storage locations etc. As per currently functional port operation model, Public ports, JSC plays the role of landowner and it is not directly involved in port operations / transshipment. These activities are covered by third parties, private entities with their own business strategies and interests with property rights to the infrastructure and superstructure in the area of the public port of Bratislava. Current operational model however is not considered to be sustainable in the future by previously done studies as it hinders the development and creates unhealthy and unpredictable environment.

Therefore, it will have to be re-defined, based on prior negotiations with relevant stakeholders. To achieve that it is necessary to define the action plan based on the knowledge and various case scenarios considered and defined in earlier stages of TalkNET implementation.

2.1 ACTION: Creation of a formal contractual ownership relationship to port infrastructure / Implementation of Full Landlord model

Before any considerable development activities in the port, it is necessary to resolve the non-standard relationships in the port and establish ownership rights to the port infrastructure in favor of the port authority, Public ports, JSC. The company was established on 21 January 2008 under the Act No. 500/2007 Coll., Amending Act No. 338/2000 Coll. on inland navigation. The founder of the company is the Slovak Republic, in which the Ministry of Transport and Construction of the Slovak Republic acts. Company originated from the state company Slovenská plavba dunajská, š.p. and a part of the budget organization Štátna plavebná správa (State Shipping Administration).

Company, as the authority of Slovak inland public ports is burdened by the significant number of long-term contracts concluded in the past. This is results of multiple transformations of port

authorities / operator in the past. Existing commercial relations, therefore, together with the provision of insufficient funds, constitute one of the main obstacles to the further development of public ports in Slovakia.

The present state of ownership of the Bratislava port has, therefore, a negative impact on the existence of an optimal market environment, internal competition and the related development and quality of services offered to customers. The low level of competition means that there is insufficient motivation factor in the port to stimulate competitors to make efforts to increase demand and offer better quality services. Mentioned limitation has a major impact on the formulation of the long-term concept of the development of public ports in Slovakia. Long-term concept of the port development is defined by efficient use of land, real estate, infrastructure, superstructure, labor force, experience and funding.

Modernization requires significant investment. Since property rights in area of port is shared and activities are divided among multiple entities with different financial and funding opportunities, any major investments and modernization is from time and legal and financial point of view significantly limited.

Previous / ongoing activities

This need has been identified in previous studies as one of key elements that have negative influence on port development in the future. Due to current status of ownership relations in the port (explained in "Challenges") no particular solution has yet been implemented.

Good practices

Current ownership relations in the area of Slovak public ports is specific and does not have any relevant equivalent. Good practices in the context of this document must be considered as recommendations identified by experts in the impacted fields.

Taking into consideration previous studies elaborated in relation to development of public ports of Bratislava and Komárno, currently, Landlord model is recommended for implementation. In view of the limited access to land, previous activities have been limited to the letting of sites by the port authority. Technical parameters and design of infrastructure and superstructures and, in the case of non-dominant operators, access to engineering networks and infrastructure are transferred to tenants / operators. In addition, the hydrodynamic conditions of floating port facilities in the

conditions of the Bratislava port also require technical and technological knowledge that cannot normally be expected from smaller tenants. Implementation of full Landlord Model considered as solution the most compliant with Public Ports, JSC from the financial and operational point of view. In order to ensure maximum port facility control and decision-making powers, the owner's recommended structure is when the port owns all land and port infrastructure.

Ports that operate on this model include most of the ports in the EU, such as Hamburg, Rotterdam, Antwerp, but also New York and Singapore. This port model is currently dominant between medium and large ports. In the Landlord model, land and infrastructure are leased to private companies or businesses such as logistics companies, refineries, tanker terminals and chemical plants. Rentals that private companies pay for chartering land port is usually a fixed amount per square meter and a year typically indexed at a certain rate of inflation. The amount of the rent depends, among other things, on the costs of preparing and constructing the infrastructure. Private entities operating in the port maintain their own technologies and buildings (offices, warehouses, workshops), and procuring and installing their own equipment on the terminal grounds. Employees are mostly employed by private entities operating in the port and in some cases part of staff may be selected from the internal market for employees within the port.

2.2 Main challenges tackled

Major challenge lies in the non-standard division of ownership relationships between Public ports, JSC, which owns land and major port operator (Slovenská plavba a prístavy, JSC) owning infrastructure and superstructure in public ports and long-term leasing the land from Public ports, JSC. From the point of view of trade restrictions, it is also necessary to draw attention to the fact that various commercial terms are set in the lease contracts and that the formulation of some lease agreements makes it possible to lease land further to third parties. Such situation multiplies the number of involved stakeholders with no direct legal relation and obligations towards Public ports, JSC. This conflicting ownership structure and ongoing discussions between several parties over the past period led to a stagnation of the public ports of Bratislava and Komárno.

A key step to ensure optimal port development, as per multiple studies carried out in the past, is to acquire the ownership of the infrastructure. In order to achieve this, three options for resolving the current non-standard setting of port ownership relations in the port are considerable, namely:

- **Acquisition of infrastructure from a private legal entity / current owner and major port operator;**
- **Establishment of a joint venture with a private entity / current owner and major port operator;**
- **Replacement of part of land owned by Public ports, JSC for infrastructure owned by a private entity and major port operator (SWAP);**
- **Expropriation of infra and super structure as last and the most extreme way to acquire an ownership.**

To solve the current situation, it must be respected that major port operator has not only undeniable ownership relationship with the property acquired in the privatization process but at the same time provides the decisive volume of performances at the Bratislava freight port.

2.3 Results to be achieved

Implementation of full landlord model will concentrate all assets necessary for the port authority to follow its purpose. Ownership of land, infrastructure and superstructure combined with decision power of the port authority will enable to follow long-term strategical priorities and will remove obstacles regarding use of state, regional and European sources of financing of its development. Abovementioned will allow the port authority to invest in modernization of the port area that will result in the increase the level of provided services, increase the security in the area and decrease of the negative eco-impact of port operations.

2.4 Tasks to be performed

Acquisition of infrastructure

First eventual possibility to acquire the necessary infrastructure from a private company that is a dominant operator in Bratislava Public Port. The main advantage of this solution compared to the other options is to leave the defined area of the Bratislava Public Port in the original extent, eliminating the dependence on the private entity and thus allowing the full Land Lord Model of port operation to be implemented. However, this solution is economically the most challenging for Public ports, JSC. since it is necessary to provide a significant amount of funds for the valuation and purchase of infrastructure by a private entity.

Establishment of a joint venture

The second option is to establish a joint venture with a private operator in a port. This alternative would make it possible to carry out the necessary modernization of the infrastructure and facilities in the port, which currently prevents distributed ownership of infrastructure and land.

Replacement of land

The last option to acquire ownership of a private infrastructure in a port is to exchange it for part of the plots owned by Public ports, JSC. This variant has a similar effect on port development as in the case of infrastructure acquisition. The main disadvantage compared to the acquisition is the loss of company value, respectively, part of her capital. On the other hand, the possibility of confusion eliminates at the same time the biggest drawback of the acquisition related to the need for high initial investments. This solution, like in the case of acquisitions, has the potential to contribute to the increased attractiveness of the port and thus to the attraction of new operators. In this context, it will be possible to set new conditions in the field of transshipment activities as well as rental conditions that will lead to the generation of higher profits on the Public ports, JSC. The new layout will also stimulate internal competition that will lead to the development of business activities in the port. A possible complication of this solution is to determine the value of the assets that are the subject of confusion. For this reason, it will be necessary to carry out, respectively, to prepare extensive expert-judicial assessments of the residual value of the assets on the Public ports, JSC. side as well as on the private operator side. In connection with the replacement of a certain part of the land it will also be necessary to change the defined territory of the Public Port of Bratislava by the Ministry of Transport and Construction of the Slovak Republic, since these lands are currently classified by law as a priority investment property. An alternative option is to make a change in a separate law, but this process is tedious and administratively more demanding.

Expropriation

Last and the most extreme way to acquire an ownership is Expropriation. Expropriation is also permitted directly by the constitution, meaning that the expropriation or enforced restriction of property right rights is only possible to the necessary extent, in the public interest, by law and for reasonable compensation. In this sense, land, buildings and rights necessary for the construction of

buildings or measures in the public interest may be expropriated or the ownership rights to infra and superstructure may be limited by decision of the building authority.

2.5 Key actors

- Public ports, JSC
Current owner of land in the port of Bratislava and Komárno will acquire ownership of infrastructure and superstructure
- Ministry of Transport and Construction of the Slovak Republic
As the sole shareholder will have to approve and support decision taken, and approach chosen to achieve the objective (full Landlord operational model)
- Slovenská plavba a prístavy, JSC
Dominant port operator and current owner of infrastructure and superstructure

2.6 Timeline and financial resources

Negotiations between impacted parties are currently underway. Negotiations will consider, evaluate and choose approach to be followed. Chosen approach will define personal, financial and time resources required.

2.7 Expected results

Acquisition of existing infrastructure and superstructure in the area of port of Bratislava by the port authority and landowner Public ports, JSC.

2.8 References

- D.T1.2.6 ANALYSIS ON MULTIMODAL NODES EFFICIENCY AND CONNECTIONS – PUBLIC PORT OF BRATISLAVA
- Aktualizácia koncepcie rozvoja verejných prístavov 2010
- Strategický plán rozvoja dopravnej infraštruktúry SR do roku 2020 Fáza I
- Strategický plán rozvoja dopravy SR do roku 2030 – Fáza II
- Stratégia rozvoja Verejného prístavu Bratislava (Master plan) 2015

Cluster 3 - New multimodal services: overview of needs and good practices in cooperation with stakeholders to develop the action plan

The port of Bratislava offers a variety of services related to the transshipment of bulk, liquid and oversized goods. There is a Ro-Ro car ramp, a container terminal, as well as a mineral oil terminal. In addition to transshipment and storage, the container terminal also provides associated inspection, repair, cleaning and maintenance services for containers, empty container depots, and weighing and delivery of containers by road freight.

The port services provided in the public port Bratislava can be summarized as follows:

- Transport and transshipment of commodities - bulk goods, piece goods, liquid goods, heavy and oversized goods and RO-RO position;
- Container Terminal Services - transshipment, maintenance, repair, storage of ISO 1C-A containers;
- Storage - the total area of covered warehouses is 25 790 m² and the area of open warehouses is 75 335 m²;
- Public customs warehouse services, with covered storage area - comprehensive customs declaration services including transshipment and storage, with direct service of railway wagons and trucks;
- Rental of land and non-residential premises.

Since Public ports, JCS plays the role of Landowner, infrastructure and superstructure is owned by dominant private third party, internal competition in the port is missing so is the motivation for investment into new / better services offered. Port authority, Public ports, JCS therefore must initiate the activities leading to increase of the level of services provided. This must be done according to adopted strategy based on the knowledge base gathered in earlier stages of the project TalkNET. Activities inside of port as well as in it's surroundings are differentiated, interests and opinions of various relevant stakeholders (public / private / potential clients / suppliers) must be taken into consideration.

3.1 ACTION: Increase of level of services offered in the port

Multiple historical transformations, split of property rights and responsibilities, many years of underfunding, all combined with lowering attractiveness of water transport caused stagnation in terms of provided services and compliance with modern trends, such as waste management, eco-solutions etc. Port of Bratislava has the ambition to reach the level of advanced inland ports in the Rhine-Main region, where most of the Slovak industry's exports are directed and thus provide an adequate alternative.

In freight transport in the context of intermodal transport and complex logistics services, there is a high demand for the transport of piece goods (including containers) and Ro-Ro freight. However, the offer of the port in freight transport is over-sized in the field of bulk goods transport.

Currently there are no public facilities in public ports designed to provide ecological services related to the collection of ship-generated waste, refueling and potable water for vessels. The facility is planned to be in the location of the cargo port of Bratislava and will be used by the landing of the vessels.

Public port of Bratislava does not provide any organized waste collection from cargo vessels and does not allow access to alternative fuels (e.g. LNG).

The future intention is to make the port of Bratislava attractive through a wider portfolio of port, logistics, support and ancillary services. The main development site is the Pálenisko basin area. The reason for creation of Feasibility Study is the assumed availability of the land located in this part, which will be possible to develop after the solution of the port services.

This need has been identified in previous studies as one of key elements that have negative influence on port development in the future.

Due to current status of ownership relations in the port (explained in "Challenges") no particular solution has yet been adopted.

Previous / ongoing activities

Currently there are two projects ongoing with aim to increase the level of services offered in public port of Bratislava.

- Construction of the background for vessels in public port of Bratislava

- Construction of the LNG terminal in public port of Bratislava

Detailed description of projects can be found in “Action” field.

Good practices

Current ownership relations in the area of Slovak public ports is specific and does not have any relevant equivalent. Good practices in the context of this document must be considered as recommendations identified by experts in the impacted fields.

Port authority, as dominant owner of land, infrastructure and superstructure in the area of public port of Bratislava would be able to define long term-strategy to increase the level of port services provided. Consequently, the company would be able to provide end-to-end implementation of solutions related to waste management, energy provision (electricity, liquefied natural gas / LNG), construction of background for vessels, enlargement of parking capacities for trucks etc.

- Design technology for collecting, transporting, storing, cleaning and removing / discharging conditioned waste, fueling, and the need for additional services for vessels.
- Construction of LNG terminal to fulfill commitment to decrease negative impact on environment and to extend provided port services.

3.2 Main challenges tackled

Major challenge is modernization of services in public port Bratislava in general by supporting the deployment of alternative fuel infrastructure and construction of the most suitable waste collection and treatment solution in the public port of Bratislava to contribute to reducing negative environmental impacts of the port activities. The implementation of the current projects will contribute to the greening of the public port Bratislava in line with the requirements for the alternative fuels in public port within the EU countries.

3.3 Results to be achieved

The aim of the project is the elaboration of the Technical-Economic Study: “Building of facilities for vessels in the Bratislava public port - pre-project preparation” (hereinafter referred to as “TES”), which identifies the most suitable technology for services related to refueling and drinking water

pumping of fecal waters, drainage waters, collection of used oil, collection of municipal waste, collection and disposal of hazardous waste and others), treatment (cleaning / processing) of waste, its collection discharge of purified waste water. The design will include the design and capacity of the station, the most suitable location of the station in the location of the cargo port Bratislava in accordance with the applicable legislation. The draft facilities for vessels will respect the applicable legislation, laws and decrees concerning waste management in the Slovak Republic.

3.4 Tasks to be performed

Projects in the area of modernization and development of public port services are aimed at growth of performance and increase of level of port services provided. From infrastructure-oriented investments, service quality provided on a non-discriminatory basis, expand their offer. The scope of upgrading and construction will depend on the results of feasibility studies.

- **Construction of LNG terminal to fulfill commitment to decrease negative impact on environment and to extend provided port services.**

The LNG terminal is planned to follow the wider distribution chain relationships, where the gas supplier supplies pipelines to the terminal in the port of Bratislava, which will then be processed and distributed by the waterway to the end user - other ports on the Danube, etc. As the LNG is not only a commodity traded, but also an LNG terminal is assumed to be used as an LNG.

The terminal will contribute to the greening of the public port of Bratislava in line with the requirements for introducing alternative fuels in public ports within the EU countries as well as reducing negative environmental impacts. The LNG terminal will be a key logistics point for LNG tankers that supply petrol stations. At the same time, it can provide LNG-powered tanker services. The LNG terminal should have separate handling equipment for riverboats and motor boats. In addition, vessels and LNG tankers must have the option of further logistics and take over the LNG for further LNG transport along the Danube.

In addition, the planned alternative fuel terminal in Bratislava is already part of the European TEN-T corridor and is eligible for EU funding.

Construction of LNG terminal is an objective of THE ACTION PLAN IN THE FIELD OF ECO-INNOVATION (Cluster 2 – Energy efficiency solutions).

- **Construction of the background for vessels in public port of Bratislava**

The aim of the project is to elaborate technical and economic study to develop the most suitable waste collection and treatment solution in the public port of Bratislava, which will help to decrease the negative eco-impact of the public port and protect the environment. The project also includes the construction of infrastructure for the possibility of fuel supply to vessels in the public port of Bratislava. The aim of the project is to build a facility to provide services related to fueling, water supply, waste collection (wastewater, used oils, garbage) as well as additional services for vessels. The facility is planned to be located in the location of the cargo port of Bratislava and will be used by the landing of the vessels.

The technical and economic study will consist of the following parts:

- Demand analysis covering the needs of the market in the field of waste management and fueling on the Danube international waterway (together with the identification of additional services requested by the users)
- Technical study
- Environmental Impact Assessment - EIA
- Cost-Benefit Analysis – CBA

Construction of background for vessels that will help eliminate the transshipment of fuel on the free flow of the river Danube as well as discharges into rivers to prevent the risk of environmental accidents.

On the basis of the results of the Technical and Economic Study and in the sense of the identified technology of waste collection and processing, pumping of fuel and drinking water, the construction and installation of the floating facility in the locality of the cargo port Bratislava will be ensured. Part of the implementation will be the processing of project documentation.

3.5 Key actors

- Public ports, JSC
Port authority, co-investor and future owner and operator of background
- Ministry of Transport and Construction of the Slovak Republic

Provides co-financing from state funds / operational program, project support and project control

- Ministry of Environment of the Slovak Republic
Shall grant the necessary waste management permits, provide an opinion on EIA (Environment Impact Assessment)
- Slovenská plavba a prístavy, JSC
Current major port operator owning fleet of vessels. Potential customer.

3.6 Timeline and financial resources

Finalization of pre-project preparation (submission of study) is expected in 8.2020

3.7 Expected results

Considered that this pre-investment and project preparation, the measurable indicator of the project is the number of realized documentation, analyzes, studies and reports in connection with the preparation, implementation, monitoring and evaluation of the project, with a target value of 1.

3.8 References

1. D.T1.2.6 ANALYSIS ON MULTIMODAL NODES EFFICIENCY AND CONNECTIONS – PUBLIC PORT OF BRATISLAVA
2. Aktualizácia koncepcie rozvoja verejných prístavov 2010
3. Strategický plán rozvoja dopravnej infraštruktúry SR do roku 2020 Fáza I
4. Strategický plán rozvoja dopravy SR do roku 2030 – Fáza II
5. Stratégia rozvoja Verejného prístavu Bratislava (Master plan) 2015

Annex - Mapping of Stakeholders

Potential stakeholders involved:

- Verejné prístavy, a.s. / Public ports, jsc
- Ministry of Transport and Construction of the Slovak Republic
- Ministry of Environment of the Slovak Republic
- Slovenská plavba a prístavy, jsc

- **Verejné prístavy a.s. / Public ports, jsc**

<https://www.portslovakia.com/>

Public Ports, jsc was established on 21 January 2008 under the Act No. 500/2007 Coll., Amending Act No. 338/2000 Coll. on inland navigation. The founder of the company is the Slovak Republic, in which the Ministry of Transport and Construction of the Slovak Republic acts. Public Ports, jsc is responsible for:

- ensuring the preparation and realization of the construction of public ports in the Slovak Republic, together with the elaboration of long-term and short-term concepts of their development,
 - ensuring the operation, maintenance and repairs, as well as the registration of facilities and facilities in the territorial districts of public ports,
 - renting land in the territorial districts of public ports and other activities directly related to the loading of property in the territorial districts of public ports,
 - collecting payments for the use of public ports,
 - creating the conditions for the development
- **Ministry of Transport and Construction of the Slovak Republic**
<https://www.mindop.sk/en>

The Ministry within the scope of the defined relevant area of competence

1. defines the concept of the development of inland navigation of ports and waterways and in cooperation with the Ministry of the Environment of the Slovak Republic

- ensures its implementation in accordance with the intentions of the state transport policy,
2. provides the development of inland waterway transport, determines its needs and represents its interests in the construction and modification of waterways and ports,
 3. helps to involve waterborne transport in intermodal transport,
 4. represents the Slovak Republic in matters of inland navigation in contact with international organizations operating in the field of inland navigation,
 5. supports international cooperation on the transport of dangerous goods by inland waterways,
 6. monitors the development of the capacity offer of vessels engaged in the transport of goods in water transport recorded in the register of vessels, evaluates the intensity of waterborne transport in relation to vessel capacity, waterway navigability and their condition, and monitors whether the development of vessel capacity and water transport intensity do not lead to serious disturbance the financial capacity of carriers,
 7. imposes sanctions
 8. submits to the European Commission a request for recognition of the classification company and shall send all the information and documents necessary to meet the recognition criteria,
 9. agrees to establish ports and defines their territory,
 10. determines the territory of the public ports after negotiating with the competent local self-government authority,
 11. grant and withdraw the authorization to carry out the technical inspection of the vessel,
 12. grants and revokes a certificate of belonging to the Rhine,
 13. grants and revokes permission for the participation of foreign carriers in national waterways,
 14. grants and revokes a license for the operation of public water transport
 15. issue a certificate of professional competence of the carrier,

16. Issues a binding position in proceedings in which the relevant building authority is involved in the establishment and operation of temporary buildings serving public port users on a priority
17. investment property or construction that enters a waterway or is part of a waterway,
18. expresses its views on the planning of land-use planning documentation for the interests of inland navigation,
19. grants and revokes the mandate to carry out the training of applicants for the issue of a certificate of professional competence of the Safety Advisor and for the training of applicants for the issue of a certificate of special knowledge in the field of the transport of dangerous goods by inland waterways,
20. approves the charging rate for the use of public ports
21. refers to lease agreements for priority investment property in public ports where the Ministry's approval is required,
22. issues a permit for third-country transport,
23. expresses its views on the registration of priority capital assets,
24. provides the transporter with a subsidy.

- **Ministry of Environment of the Slovak Republic**

<https://www.minzp.sk/en/>

The Ministry of the Environment was re - established as of 2 November 2010 to function as the central state administrative authority and supreme inspection authority in environmental affairs. To guarantee an inspection activity of the Government of the Slovak Republic, the Ministry of the Environment co-ordinates the activities of all Ministries and other central state administrative authorities of the Slovak Republic in environmental matters.

- nature and landscape protection
- waste management
- protection of water resources and the quality of groundwater and surface water
- fisheries and forestry in national parks

- environmental impact assessment of activities and their consequences
 - air protection,
 - geological works,
 - genetically modified organism.
 - national environmental policy
 - unified information system on environment and area monitoring
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- **Slovenská plavba a prístavy, jsc**

<http://www.spap.sk/en>

Slovenská plavba a prístavy a.s. (SPaP a.s.) has been a dominant company in the field of transport, transshipment and warehousing of goods, forwarding services, repair works and building of new vessels on the territory of the Slovak Republic. The company offers logistics services, being connected with transportation of all kinds of goods on the river Danube as well as on the whole network of West European waterways between the North Sea and the Black Sea. The company SPaP a.s. with its technical equipment, high-quality services and skilled workers, has an interesting geographic and logistic location in the field of warehousing, transshipment and transport of cargoes.

The SPaP a.s. has been directly connected to:

1. Railway transport
2. Road transport (highway junction)
3. Internal pipeline from the SLOVNAFT-refinery