1) Riverbed surveying

Measures taken in 2012	Measures foreseen for 2013
Frequency: The topo-hydrographic surveys include data collection, systematisation and processing for the monitoring of the evolution of the hydrolographical situation on the Danube Surveys are carried out monthly or weekly (depending on the evolution of the Danube waters level) Measurements on Maritime Danube - Sulina Bar - km 175 (Braila) Measurements on river sector of the Danube – km 175 (Braila) – km 1075 (Bazias)	**Frequency:** Topo-hydrographic surveys are carried-out monthly or weekly (depending on the evolution of water levels) Measurements on Maritime Danube - Sulina Bar - km 175 (Braila) Measurements on river sector of the Danube – km 175 (Braila) – km 1075 (Bazias)
Location(s): MARITIME DANUBE 1. Sulina Bar Hm 77 – Hm 90 2. Rostock Wreck Mm 30 – Mm 31 3. Tulcea upstrem Mm 40 – Mm 41 4. Tatanir Chilia Branch Km 75 – Km 76 5. Isaccea upstream Mm 56 – Mm 58 6. Reni downstream Mm 61 – Mm 63 7. Prut upstream Mm 73 – Mm 74 8. Galaţi Km 153 – Km 155 9. Ada Marinescu Sf. Gheorghe Branch Km 101 – Km 103 RIVER DANUBE 1. Giurgeni Vadu – Oii Km 242 – Km 245 2. Hârşova Km 250 – Km 252 3. Albăneşti Km 275 – Km 276 4. Capidava Km 279 – Km 281+500 5. Seimeni between islands Km 288 – Km 291 6. Cernavodă Km 296 – Km 297	**Location(s):** MARITIME DANUBE 1. Sulina Bar Hm 77 – Hm 90 2. Rostock Wreck Mm 30 – Mm 31 3. Tulcea upstream Mm 40 – Mm 41 4. Tatanir Chilia Branch Km 75 – Km 76 5. Isaccea upstream Mm 56 – Mm 58 6. Reni downstream Mm 61 – Mm 63 7. Prut upstream Mm 73 – Mm 74 8. Galaţi Km 153 – Km 155 9. Ada Marinescu Sf. Gheorghe Branch Km 101 – Km 103 RIVER DANUBE 1. Giurgeni Vadu – Oii Km 242 – Km 245 2. Hârşova Km 250 – Km 252 3. Albăneşti Km 275 – Km 276 4. Capidava Km 279 – Km 281+500 5. Seimeni between islands Km 288 – Km 291 6. Cernavodă Km 296 – Km 297

7. Cochirleni Km 308 – Km 309+500/km 304 – km 305 8. Carcaliu Braţ Măcin Km 25 – Km 27 9. Bedeloiu Braţ Măcin Km 42 – Km 43 10. Piatra Frecăţei Măcin Branch Km 62 – Km 63 11. Fermecatu downstream Km 317 – Km 318 12. Fermecatu upstream Km 322 - Km 323 13. Mărleanu Km 325- Km 326 14. Lebăda Km 336- Km 337 15. Caragheorghe Km 343 - Km 344 16. Turcescu Km 344 – Km 345 17. Corabia Km 629 – Km 631 18. Bechet Km 676 – Km 678 19. Linovo Km 737 – Km 739 20. Pietrişu Dobrina Km 756 – Km 758 21. Bogdan Secian Km 783 – Km 785 22. Salcia Km 820 - Km 823 Borcea Branch 1. Borduşani Km 22 - Km 24 2. Borcea Km 93 3. Borcea Km 97 4. Borcea Km 99	7. Cochirleni Km 308 – Km 309+500/km 304 – km 305 8. Carcaliu Braţ Măcin Km 25 – Km 27 9. Bedeloiu Braţ Măcin Km 42 – Km 43 10. Piatra Frecăţei Măcin Km 62 – Km 63 11. Fermecatu downstream Km 317 – Km 318 12. Fermecatu upstream Km 322 - Km 323 13. Mărleanu Km 325- Km 326 14. Lebăda Km 336- Km 337 15. Caragheorghe Km 343 - Km 344 16. Turcescu Km 344 – Km 345 17. Corabia Km 629 – Km 631 18. Bechet Km 676 – Km 678 19. Linovo Km 737 – Km 739 20. Pietrişu Dobrina Km 756 – Km 758 21. Bogdan Secian Km 783 – Km 785 22. Salcia Km 820 - Km 823 Borcea Branch 1. Borduşani Km 22 - Km 24 2. Borcea Km 93 3. Borcea Km 97 4. Borcea Km 99
Equipment: ATLAS FANSWEEP – multi-beam echo-sounder , ODOM HYDROTRACK and ECOTRACK – single-beam Technical vessels used for measurements**:** Mamaia 2 , Semnal 1,2,3,4, Donaris 1,2,3, BM Plopeni 1, Salceni 2 and 8, SR Orsova	**Equipment:** ATLAS FANSWEEP –multi-beam echo-sounder, ODOM HYDROTRACK and ECOTRACK – sigle-beam, Atlas – Single beam Technical vessels used for measurements - Mamaia 2 , Semnal 1,2,3,4, Donaris 1,2,3, BM Plopeni 1, Salceni 2 and 8, SR Orsova
Costs: For measurement activities, in 2012, was provided an amount of 3,300,000 RON equivalent of 733,333 Euro. Spent so far for this activity : 3,123,796,56 RON equivalent of 709.953 Euro.	**Costs:** For measurement activities in 2013 in the revenues and expenses budget of AFDJ is provided an amount of 3,405,600 RON equivalent of **756,800 euro**.

2) Dredging of problematic areas	
Measures taken in 2012	**Measures foreseen for 2013**
Frequency: **River sector of the Danube** –starting with the month of August - daily **Maritime Danube** August :15 days, September: 14 days, October : 16 days	**Proactive measures:** **River sector of the Danube:** Giurgeni Vadu Oii Km 242 – Km 245 Harsova Km 250 – Km 252 Albanesti Km 275 – Km 276 Capidava Km 279 – Km 281+500 Seimeni Km 288 – Km 291 Cochirleni Km 305 – Km 306 Borcea Branch Km 99 – Km 100 **Maritime Danube:** Sulina Bar Hm 77 – Hm 90 Isaccea upstream Mm 56 – Mm 57+3/4 Reni downstream Mm 61 – Mm 63 Prut upstream Mm 73 – Mm 74 Mm 78+1/2 Mm 79 Galati Km 153 – Km 155
Location(s): **River sector of the Danube:** Giurgeni Vadu Oii Km 242 – Km 245 Harsova Km 250 – Km 252 Albanesti Km 275 – Km 276 Capidava Km 279 – Km 281+500 Seimeni Km 288 – Km 291 Cochirleni Km 305 – Km 306 Borcea Branch Km 99 – Km 100 **Maritime Danube:** Sulina Bar Hm 77 – Hm 90 Isaccea upstream Mm 56 – Mm 57+3/4 Reni downstream l Mm 61 – Mm 63 Prut upstream Mm 73 – Mm 74 Mm 78+1/2 Mm 79 Galati Km 153 – Km 155	

Equipment: **River sector of the Danube:** Maritime bucket dredger 900 m^3/h River bucket dredger 600 m^3/h Floating grab bucket Lighters 200 m^3 Lighters 400 m^3 **Maritime Danube:** Suction dredger 1680 m^3/h	**Equipment:** **River sector of the Danube:** Maritime bucket dredger 900 m^3/h River bucket dredger 600 m^3/h Floating grab bucket Lighters 200 m^3 Lighters 400 m^3 **Maritime Danube:** Suction dredger 1680 m^3/h
Costs: For dredging interventions in 2012 the Administration's budget includes an amount of 10,880,000 RON equivalent to 2.417.770 Euro. The budget for this activity was increased by 450,000 Euro (2,025,000 RON) in order to intervene on the common Romanian –Bulgarian sector in Belene area rKm 560. Until now, for this activity it was spent the amount of 12,641,731.62 RON equivalent to 3,327,666,28 Euro, of which: - 1,150,304 Euro for dredging on the maritime Danube with our own ships; - 1,722,817 Euro for dredging on the river sector of the Danube with specialised companies.	**Costs:** For 2013 in the company's budget proposal it is provided an amount of 13,068,120 RON equivalent of **2,904,000 Euro**.

3) Signalling of the fairway	
Measures taken in 2012	**Measures foreseen for 2013**
Frequency: The signals are changed (replaced) in case they get damaged, they disappear from the position as well as in case of fairway modification (narrowing, enlargement, change from one bank to the other) or depending on the necessity to control the navigation in accordance with the Danube waters variations. Signalling activities are carried out once a month or twice a month during low water level periods. This activity is carried out in practice by the specialised ships. Following the trips made in the sector, a signalling report is filled in containing all the modifications carried out as well as the current situation, information used for the up-dating of the navigation charts. The data base is up-dated according to these reports and every Tuesday in the hydro-meteorological Bulletin of the Danube is published the actual signalling situation on the Romanian Danube sector, as well as Notices to Skippers.	**Frequency:** Signalling activities are carried out once a month or twice a month during low water level periods The signals are changed (replaced) in case they get damaged, they disappear from the position as well as in case of fairway modification (narrowing, enlargement, change from one bank to the other) or depending on the necessity to control the navigation in accordance with the Danube waters variations. This activity is carried out in practice by the specialised ships. Following the trips made in the sector, a signalling report is filled in containing all the modifications carried out as well as the current situation, information used for the up-dating of the navigation charts. The data base is up-dated according to these reports and every Tuesday in the hydro-meteorological Bulletin of the Danube is published the actual signalling situation on the Romanian Danube sector, as well as Notices to Skippers.
Location(s): The whole Romanian sector of the Danube is covered by these activities, i.e from Hm 99 - Km 1075, including secondary branches (Chilia Branch, Sf. Gheorghe Branch, Macin Branch, Caleea Branch, Borcea-Bala Branch) and especially difficult sectors. The activity is distributed among AFDJ ‘s zone branches (Sectors and Agencies) as follows: - Sulina Sector Hm 99 – Mm 47+1/2 and Chilia Branch - Galati Zone Mm 47+1/2 – Km 175 and Sf Gheorghe Branch	**Location(s):** The whole Romanian sector of the Danube is covered by these activities, i.e from Hm 99 - Km 1075, including secondary branches (Chilia Branch, Sf. Gheorghe Branch, Macin Branch, Caleea Branch, Borcea-Bala Branch) and especially difficult sectors. The activity is distributed among AFDJ ‘s zone branches (Sectors and Agencies) as follows: - Sulina Sector Hm 99 – Mm 47+1/2 and Chilia Branch - Galati Zone Mm 47+1/2 – Km 175 and Sf Gheorghe Branch

- Braila Agency Km 175 – Km 300 and Macin Branch, Caleea Branch - Calarasi Agency Km 300 – Km 375 and Bocea-Bala Branch - Giurgiu Sector Km 375 – Km 845,5 - Tr Severin Agency Km 845,5 – Km 1075	- Braila Agency Km 175 – Km 300 and Macin Branch, Caleea Branch - Calarasi Agency Km 300 – Km 375 and Bocea-Bala Branch - Giurgiu Sector Km 375 – Km 845,5 - Tr Severin Agency Km 845,5 – Km 1075 On the common Danube sectors the signalling activity takes place on the basis of bilateral agreements concluded with the neighbouring countries. The signalling diagrams are jointly realised by correlating the signals installed by the administrations on the common Danube sector.
Type: The employed types of signalling according to DFND (Dispositions Fondamentales concernant la Navigation sur le Danube) are: -Costal signals (luminous or not), indicating panels, beacons (with white, yellow, red or green light) - Floating signalling: maritime buoys (luminous or not), DM (Maritime Danube type) buoys (luminous or not), DF (River Danube type) buoys (luminous or not), DM milestones (non luminous) , DF milestones, winter buoys. - Maintenance of costal and floating signalling - In the periods March-April and respectively November –December the winter signalling is replaced by summer signalling and vice-versa In case of ice appearance on the river, floating signalling is recovered from the waters in order to minimise material losses.	**Type:** The employed types of signalling according to DFND (Dispositions Fondamentales concernant la Navigation sur le Danube) are: -Costal signals (luminous or not), indicating panels, beacons (with white, yellow, red or green light) - Floating signalling: maritime buoys (luminous or not), DM (Maritime Danube type) buoys (luminous or not), DF (River Danube type) buoys (luminous or not), DM milestones (non luminous), DF milestones, winter buoys. Maintenance of costal and floating signalling In the periods March-April and respectively November –December the winter signalling is replaced by summer signalling and vice-versa In case of ice appearance on the river, floating signalling is recovered from the waters in order to minimise material losses.
Costs: For the signalling activity fir 2012 it was provided an amount of 9,800,000 RON equivalent to 2,177,777 Euro. Until now it was spent an amount of 10,091,285,83 RON i.e. 2,293,474 Euro.	**Costs:** The budget project for 2013 provides for this activity an amount of 10,113,600 RON equivalent of **2,247,466 Euro**.

4) Information to the users of the waterway	
Measures taken in 2012	**Measures foreseen for 2013**
Type: **A daily hydro-meteorological bulletin including:** -daily water levels in Romanian harbours and on the sectors upstream of Bazias -prognosis water level in 3 harbours: Giurgiu, Cernavoda and Braila -minimum depths in difficult navigation sectors -minimum widths in difficult navigation sectors -free passage heights under bridges and cables -weather information (water and air temperature, atmospheric pressure) -information on ice (when necessary) -situation of floating signalling on the Romanian sector of the Danube	**Type:** -daily water levels in Romanian harbours and on the sectors upstream of Bazias -prognosis water level in 3 harbours: Giurgiu, Cernavoda and Braila -minimum depths in difficult navigation sectors -minimum widths in difficult navigation sectors -free passage heights under bridges and cables -weather information (water and air temperature, atmospheric pressure) -information on ice (when necessary) -situation of floating signalling on the Romanian sector of the Danube
Frequency: -daily	**Frequency:** -daily
Media: -fax -internet -e-mail - mail http://www.afdj.ro/afdj_ro.html menu „RIS AFDJ” http://www.afdj.ro/afdj_en.html menu „AFDJ RIS”	**Media:** -fax -internet -e-mail - Notices to Skippers -http://www.afdj.ro/afdj_ro.html menu „RIS AFDJ” http://www.afdj.ro/afdj_en.html menu „AFDJ RIS”

5) Procedures in extraordinary circumstances	
Measures taken in 2012	**Measures foreseen for 2013**
Type of circumstance: low waters ; ice; floods. - Plans for risk situations management are elaborated for extraordinary situations ; -information regarding ice and water levels are transmitted to all the administrations of the Danube riparian countries using ***hyfor*** and ***hydra*** codes .	**Type of circumstance:** low waters ; ice; floods. - Plans for risk situations management are elaborated for extraordinary situations ; - Information regarding ice and water levels are transmitted to all the administrations of the Danube riparian countries using ***hyfor*** and ***hydra*** codes.
Status: - procedures are in course of being elaborated	

Any other information you would like to provide:

This questionnaire has been filled in by :	**A.F.D.J. RA Galati – Romania** **32 Portului Street, Galati 80025** **Tel: +40-236/460812, 460353, 460016** **Fax: +40-236/460847** **e-mail: secretariat@afdj.ro**