



EUSDR – Priority Area 1 a

Romania

Report about short and medium term measures for waterway maintenance

**EUSDR PA 1a Steering Group
Bratislava, 03rd of May 2012**



EUSDR Priority area 1a:
To improve mobility and multimodality: inland waterways



AGENDA

- A. Navigation conditions during the low water level period
August – December, 2011***
- B. Necessary actions for short-term (2012)***
- C. Necessary actions for mid-term (2013 - 2015)***



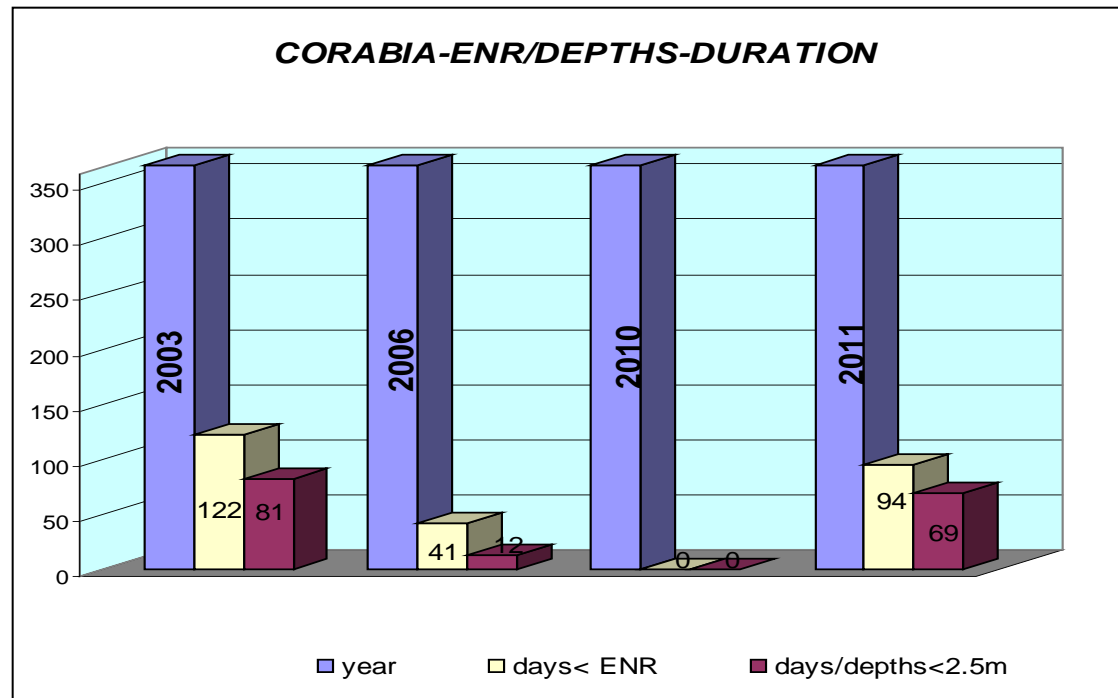
A. Navigation conditions during the low water level period August – December, 2011

- **Between August and December 2011, on the Lower Danube sector, downstream of the Iron Gates II, the water flow values were smaller than the multiannual mean value, and this generated low water levels that had a negative influence on the navigation conditions;**
- **In the free-flow sector comprised between the Iron Gates and Braila, there were many areas where the navigation depths recommended by the Danube Commission were not ensured.**



A. Navigation conditions during the low water level period August – December, 2011;

➤ **The mean number of days with level values below ENR values, recorded in 2011, was of 91 days, and it represents a percentage of 60% of the analyzed period.**





13.09.2011 10:37



13.09.2011 10:12



B. Necessary actions for short-term (2012);

1. Improvement of the information regarding the fairway parameters :
 - Improvement of water level information by acquisition and installation of automatic water gauges;
 - Increase the number of cross sections of the river, for the purpose of establishing the flow distribution, in those locations where the riverbed is divided into branches);



B. Necessary actions for short-term (2012);

2. Improvement of the quality of the exchanged data by a more frequent exchange of such information and by the diversification of the communication channels towards all stakeholders;
3. Creation of joint cross-border Romanian-Bulgarian Experts Group meant to elaborate joint plans for the maintenance of the navigation conditions (measurements, signaling and dredging works) required on the common Danube sector;



C. Necessary actions for mid-term (2013 - 2015);

1. Calibration of water gauges on the border sector, to the same reference system, in order to improve the quality of the data exchange;
2. Improvement of water level information by acquisition and installation of automatic water gauges in the critical navigation areas (bottlenecks);
3. Creation of a communication network between the water gauges, for a quick acquisition of data;
4. Creation of a data base permitting the processing of the information for the purpose of establishing mathematical models allowing to identify the morphological evolution in the critical navigation areas (bottlenecks);



C. Necessary actions for mid-term (2013 - 2015);

5. Acquisition of specific dredging equipments to be used to ensure the minimum depths of the fairway;
6. Acquisition of two signaling vessels, for fairway maintenance;
7. Romania and Bulgaria have concluded in 1955 an *Agreement on the maintenance and improving the fairway on the Romanian – Bulgarian sector of the Danube* where is stipulated which sector is under each country responsibility. This Agreement should be modified in order to allow common and unitary actions for ensuring the efficiency of all interventions.



EUSDR Priority area 1a:
To improve mobility and multimodality: inland waterways



Alexandru Șerban Cucu

MINISTRY OF TRANSPORT AND INFRASTRUCTURE

Address: Dinicu Golescu Bd., no. 38, sector 1, Bucharest, ROMANIA

Tel. +4021.319.61.11

Fax +40750.032.441

E-mail: serban.cucu@mt.ro