

# Project Data Sheet

BASIC PROJECT DATA			
<b>Full project title:</b>	<b>Banks protection on the Sulina Canal</b>		
<b>Short project title:</b> (acronym)	–	<b>Project logo:</b>	–
<b>Project website:</b>	–	<b>Project ID:</b>	PA1A025
<b>Need and added value for Danube Region Strategy:</b>	<p>Banks protection on the Sulina Canal is one of the important investment projects concerning the maritime sector of the Danube River. The Sulina Canal is a component of the Pan-European Transport Corridor VII, connecting the Danube with the Black Sea on Romanian territory.</p> <p>The protection works for both banks of the Sulina Canal against damages caused by navigation of high-capacity maritime vessels and the protection of the Danube Delta area have been executed in several stages. The objectives of the works executed or planned to be executed are:</p> <ul style="list-style-type: none"> <li>• Stopping the massive bank erosion of the Sulina Canal</li> <li>• Keeping under control the water flow in the Sulina Canal</li> <li>• Decreasing the amount of sediments passing through the Sulina Canal to the sea</li> <li>• Decreasing the risk of flooding for human settlements and economic operations located along the Sulina Canal as well as of polluting the Danube Delta</li> </ul>		
<b>Objective(s) of project:</b>	Consolidation of banks in order to ensure the safety of transport on the canal.		
<b>Planned project activities:</b>	<ul style="list-style-type: none"> <li>• During the period 1986-2004, 35.944 km of bank protection works on both banks of the Sulina Canal were completed, funding was provided from the state budget.</li> </ul> <p>The present project started in 2004 and had several components:</p> <ul style="list-style-type: none"> <li>• Rostock wreck removal from the Sulina Channel</li> <li>• Hydrographic survey system</li> <li>• Signalling system on the Danube</li> <li>• Bank protection works on Sulina Channel</li> <li>• 15 km of bank protection works were completed under this project; these works were contracted in May 2008 for 24.64 million EUR, date of completion: July 2013. Funding was provided as follows: 50% EIB and 50% state budget.</li> <li>• The new feasibility study elaborated in 2016, identified other 36.7 km of banks that need to be protected in a new project phase.</li> </ul>		
<b>Transboundary impact:</b>	This sector of the Danube is used for navigation by vessels flying all kinds of flags. Through the Sulina Canal goods are transported from many European and Asian countries.		
<b>Project beneficiaries / target groups:</b>	<ul style="list-style-type: none"> <li>• Shipping companies</li> <li>• Danube Delta Biosphere Reserve</li> <li>• Inhabitants living in the Danube Delta</li> </ul>		

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STATUS AND TIME FRAME			
<b>Current project phase:</b> (please tick a box)	<input type="checkbox"/> Definition (e.g. project idea, abstract) <input type="checkbox"/> Preparation (e.g. project proposal, feasibility study) <input checked="" type="checkbox"/> Implementation <input type="checkbox"/> Completion		
<b>Start date:</b>	2004	<b>End date:</b>	t.b.d.
<b>Notes:</b>	<p>The project was co-financed by the European Investment Bank for 15 km of bank protection. The works were planned to be completed in January 2011 but the contractor was in delay and finally the works were completed in July 2013. Presently, the River Administration of the Lower Danube (AFDJ) is in arbitration with the contractor Reinhold Meister Wasserbau GmbH.</p> <p>In March 2015 a contract was signed for the elaboration of a Feasibility Study for the rest of 37 km of bank protection. The works resulting from this FS could be financed under the <i>Operational Programme for Large Infrastructure in Romania (POIM) 2014 - 2020 - Cohesion Fund</i>. Presently, the environmental permit has been issued and a tender for the works contract is planned to be launched.</p>		
PROJECT TEAM			
<b>Project leader:</b>	River Administration of the Lower Danube (AFDJ), Galati / Romania		
<b>Project partner(s):</b>	Ministry of Transport of Romania		
<b>Contact person:</b>	<b>Name:</b>	-	
	<b>Organisation:</b>	River Administration of the Lower Danube (AFDJ), Galati / Romania	
	<b>Address:</b>	Portului Street no. 32, Galati / Romania	
	<b>Phone:</b>	-	
	<b>E-Mail:</b>	-	
	<b>Website:</b>	<a href="http://www.afdj.ro">www.afdj.ro</a>	
FINANCING			
<b>Available:</b> (please tick a box)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partly <input type="checkbox"/> No		
<b>Total budget:</b>	79,996,565 EUR (indicative)		
<b>Source(s) and amount (potential sources for project ideas):</b> (please tick a box and provide further info)	<input checked="" type="checkbox"/> National/regional funds:	33,720,000 EUR state budget	
	<input checked="" type="checkbox"/> EU funds:	64,304,565 EUR (CF) funding under the <i>Operational Programme for Large Infrastructure in Romania (POIM) 2014 - 2020</i> is not secured	

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	<input checked="" type="checkbox"/> IFI loans:	12,320,000 EUR European Investment Bank (EIB) loan for the project phase 2008-2013
	<input type="checkbox"/> Private funds:	–
	<input type="checkbox"/> Other:	–
<b>PROJECT ENVIRONMENT</b>		
<b>Project cross-reference:</b>	<ul style="list-style-type: none"> <li>• Rostock shipwreck removed in 2006</li> <li>• Modernization of signalisation finalised in 2008</li> <li>• Purchase of 3 bathymetric surveying vessels delivered 2008</li> </ul>	
<b>Cross-reference ID(s):</b>	–	
<b>Strategic reference:</b>	<ul style="list-style-type: none"> <li>• Strategy for sustainable development on the period 2007–2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008</li> <li>• Government Programme 2009–2012</li> <li>• Belgrade Convention (1948)</li> <li>• Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final</li> <li>• White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final</li> </ul>	
<b>Relevant legislation:</b>	<ul style="list-style-type: none"> <li>• Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network</li> <li>• Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance</li> </ul>	
<b>Other:</b>	-	
<b>EUSDR EMBEDDING</b>		
<b>Relation to other Priority Areas of the Danube Region Strategy:</b>	<ul style="list-style-type: none"> <li><input type="checkbox"/> PA1b: To improve mobility and multimodality – Road, rail and air links</li> <li><input type="checkbox"/> PA02: To encourage more sustainable energy</li> <li><input type="checkbox"/> PA03: To promote culture and tourism, people and people contacts</li> <li><input type="checkbox"/> PA04: To restore and maintain the quality of waters</li> <li><input checked="" type="checkbox"/> PA05: To manage environmental risks</li> <li><input checked="" type="checkbox"/> PA06: To preserve biodiversity, landscapes and the quality of air and soils</li> <li><input type="checkbox"/> PA07: To develop the knowledge society through research, education and information technologies</li> <li><input type="checkbox"/> PA08: To support the competitiveness of enterprises, including cluster development</li> <li><input type="checkbox"/> PA09: To invest in people and skills</li> </ul>	

	<input type="checkbox"/> PA10: To step up institutional capacity and cooperation <input type="checkbox"/> PA11: To work together to promote security and tackle organised and serious crime
<b>EUSDR COMPLIANCE</b>	
<b>Compliance with targets of the Danube Region Strategy:</b>	<input checked="" type="checkbox"/> Increase the cargo transport on the river by 20% by 2020 compared to 2010. <input checked="" type="checkbox"/> Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015. <input type="checkbox"/> Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020. <input type="checkbox"/> Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015. <input type="checkbox"/> Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.
<b>Compliance with actions of the Danube Region Strategy:</b>	<input checked="" type="checkbox"/> To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way. <input checked="" type="checkbox"/> To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections. <input type="checkbox"/> To modernise the Danube fleet in order to improve environmental and economic performance. <input type="checkbox"/> To coordinate national transport policies in the field of navigation in the Danube basin. <input type="checkbox"/> To support Danube Commission in finalising the process of reviewing the Belgrade Convention. <input type="checkbox"/> To develop ports in the Danube river basin into multimodal logistics centres. <input type="checkbox"/> To improve comprehensive waterway management of the Danube and its tributaries. <input type="checkbox"/> To promote sustainable freight transport in the Danube Region. <input type="checkbox"/> To implement harmonised River Information Services (RIS). <input type="checkbox"/> To invest in education and jobs in the Danube navigation sector.
<b>Affiliation to thematic working group of Priority Area 1a of the EUSDR:</b>	<input checked="" type="checkbox"/> Waterway infrastructure and management <input type="checkbox"/> Ports and sustainable freight transport <input type="checkbox"/> Danube fleet <input type="checkbox"/> River Information Services <input type="checkbox"/> Education and jobs

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OTHER RELEVANT ISSUES	
<b>Project requirements:</b>	Funding, efficient project management, experienced contractor with no financial problems.
<b>Follow-up project:</b>	–
<b>Any other issues:</b>	–