Project Data Sheet

BASIC PROJECT DATA			
Full project title:	**Improving navigation conditions on the Danube between Călăraşi and Brăila (rkm 375–175)**		
Short project title: (acronym)	–	**Project logo:**	–
Project website:	–	**Project ID:**	PA1A026
Need and added value for Danube Region Strategy:	According to the recommendations of the Danube Commission, minimum 2.5 m fairway depth must be ensured on this sector, whereas the width of the navigable fairway should be in the range of 150 to 180 m. Due to the regressing evolution of the main Danube branch in the low water seasons, eleven critical points for navigation have appeared: • Caragheorghe (rkm 345 – 342) • Lebăda (rkm 341 – 336) • Mîrleanu (rkm 329 – 325) • Insula Fermecatu (rkm 323 – 318) • Cochirleni (rkm 310 – 307) • Insula Fasolele (rkm 292) • Alvăneşti (rkm 276) • Ostrovul Lupu (rkm 196) and others. As a consequence of these critical points on the Călăraşi – Brăila section of the Danube, vessels must take a bypass route via the Bala–Borcea branch, which extends the navigation distance to around 110 km, for periods of around 140 – 160 days/ year. This is a situation caused by the involution of the main Danube riverbed and the overdevelopment of the Bala and Borcea branches upstream. Therefore, discharge has increased on the Bala branch to almost 80% of the Danube's discharge. The continuous decrease in the discharge of the Danube in Cernavodă resulted in the formation and development of the above mentioned bottlenecks and the appearance of other risks, which resulted in the discontinued use of the Cernavodă Nuclear Plant in 2003. A feasibility study for the project was completed in 2006 and was worth 1.64 million EUR (ISPA funding and the state budget). According to the feasibility study, the estimated amount for the necessary works was set at 56 million EUR. In April 2009 the contract for the execution of the works at three out of the eleven critical points was signed. The construction site was organized and the construction materials were purchased, whereas on 26 January 2010 works had to be suspended, pending the approval by the European Commission of the second instalment of the advance payment according to the Financing Memorandum.		
Objective(s) of project:	To ensure navigation conditions on the Danube all year round.		
Planned project activities:	The project includes the following river engineering works which will ensure navigation levels on the Old Danube and have a reduced impact on the environment, having effects only during low water seasons: • Submersed bottom sill on the Bala branch, with a view to recreating its opening and decrease the discharge on it and increase discharge by up to 20% on the Danube		

	• Submersed guiding wall • Banks protection • Submersed bottom sill on the Caleia branch, with a view to stopping its development and recreate the Danube riverbed upstream.
Transboundary impact:	This sector of the Danube is used for navigation by vessels flying all kinds of flags. At rkm 300 (Cernavodă) is the entrance on the Danube–Black Sea Canal.
Project beneficiaries / target groups:	Shipping companies
STATUS AND TIME FRAME	
Current project phase: (please tick a box)	☐ Definition (e.g. project idea, abstract) ☐ Preparation (e.g. project proposal, feasibility study) ☒ Implementation ☐ Completion
Start date:	2011 — **End date:** t.b.d.
Notes:	The project is in delay (19 months). The works were stopped in January 2009 due to the intervention of NGOs and the European Commission's DG Environment. Based on this, DG Regional Policy recommended to implement a complex programme for monitoring the impact of the works on biotic and abiotic factors in all the critical points. Consequently, the Romanian Ministry of Transport organised a tendering procedure for preparation of this Monitoring Programme. Due to the contribution of and recommendations received from EC-DG Environment, ICPDR and IAD experts, the Monitoring Programme has been substantially improved and is now implemented by the River Administration of the Lower Danube - Galati within the project *"Monitoring of Environmental Impact of the Works for Improvement of the Navigation Conditions on the Danube between Calarasi –Braila, km 375 – km 175".* Based on the EC recommendation, the project was transferred from ISPA funding to Operational Program Transport 2007-2013 funding. In October 2013, a meeting was organised by the Ministry of Transport with all stakeholders, at which the 3D modelling expert, Prof. Habersack, presented the results obtained after running the 3D model under the Environmental Monitoring Contract. Therefore, AFDJ together with the Ministry of Transport and EC – DG Regio, DG Move and DG Environment decided to reduce the initially designed crest level of the submersed bottom sill to be executed on the Bala branch by 50%. The contractor had been notified to resume the works beginning with 22 August 2011. In July 2014 the contractor finished the works in critical point 10 "Caleia" and in November 2015 the works were also finished in critical point 02 "Epurasu". The works in critical point 01 "Bala" were finished in April 2016. In order to achieve the deviation of water discharge from Bala branch to the Danube other alternative solutions are needed in the area. These solutions are to be identified in a Feasibility Study which started in March 2015. The alternative solutions together with the works already executed in critical point 01 "Bala" have to ensure a deviation of water discharge from Bala branch to the Danube. Within the Feasibility Study the consultants proposed several alternative technical solutions in order to ensure the minimum depth on the Danube during the dry

	season. Several scenarios were prepared and presented during a workshop with the stakeholders which took place in October 2015. Presently, the consultant has drafted the 3D modelling report recommending one technical solution in order to solve the navigability problem in this critical point. AFDJ is analysing this solution in order to approve it. Further to the approval of this technical solution, the additional environmental information will be collected for the main scenario and an Environmental Impact Assessment will be started. In 2018, the technical documentation for works implementation is planned to be prepared.

PROJECT TEAM		
Project leader:	River Administration of the Lower Danube (AFDJ), Galati / Romania	
Project partner(s):	–	
Contact person:	**Name:**	-
	Organisation:	River Administration of the Lower Danube (AFDJ)
	Address:	Portului Street no. 32, Galati, Romania
	Phone:	-
	E-Mail:	-
	Website:	www.afdj.ro

FINANCING		
Available: (please tick a box)	☒ Yes ☐ Partly ☐ No	
Total budget:	47,840,000 EUR	
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	☒ National funds:	9,580,000 EUR
	☒ EU funds:	38,260,000 EUR *Operational Programme for Large Infrastructure in Romania (POIM) 2014-2020*
	☐ IFI loans:	–
	☐ Private funds:	–
	☐ Other:	–

PROJECT ENVIRONMENT	
Project cross-reference:	Monitoring of environmental Impact of the works for Improvement of the navigation conditions on the Danube between Călăraşi – Brăila, km 375 – km 175 (ROMOMED Project)
Cross-reference ID(s):	–
Strategic reference:	• Strategy for sustainable development on the period 2007-2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008

	• Government Programme 2009 – 2012 • Belgrade Convention (1948) • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final
Relevant legislation:	• 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 • Low no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance • All EU Directives related to Environmental Protection
Other:	–
EUSDR EMBEDDING	
Relation to other Priority Areas of the Danube Region Strategy:	☐ PA1b: To improve mobility and multimodality – Road, rail and air links ☐ PA02: To encourage more sustainable energy ☐ PA03: To promote culture and tourism, people and people contacts ☐ PA04: To restore and maintain the quality of waters ☒ PA05: To manage environmental risks ☐ PA06: To preserve biodiversity, landscapes and the quality of air and soils ☐ PA07: To develop the knowledge society through research, education and information technologies ☐ PA08: To support the competitiveness of enterprises, including cluster development ☐ PA09: To invest in people and skills ☐ PA10: To step up institutional capacity and cooperation ☐ PA11: To work together to promote security and tackle organised and serious crime
EUSDR COMPLIANCE	
Compliance with targets of the Danube Region Strategy:	☒ Increase the cargo transport on the river by 20% by 2020 compared to 2010. ☒ 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. ☐ 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. ☐ Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015.

	☐ 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.
Compliance with actions of the Danube Region Strategy:	☒ To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way. ☒ To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections. ☐ To modernise the Danube fleet in order to improve environmental and economic performance. ☐ To coordinate national transport policies in the field of navigation in the Danube basin. ☐ To support Danube Commission in finalising the process of reviewing the Belgrade Convention. ☐ To develop ports in the Danube river basin into multimodal logistics centres. ☐ To improve comprehensive waterway management of the Danube and its tributaries. ☒ To promote sustainable freight transport in the Danube Region. ☐ To implement harmonised River Information Services (RIS). ☐ To invest in education and jobs in the Danube navigation sector.
Affiliation to thematic working group of Priority Area 1a of the EUSDR:	☒ Waterway infrastructure and management ☐ Ports and sustainable freight transport ☐ Danube fleet ☐ River Information Services ☐ Education and jobs
OTHER RELEVANT ISSUES	
Project requirements:	Funding under the Operational Program 2014-2020
Follow-up project:	–
Any other issues:	–