

Project Data Sheet

BASIC PROJECT DATA			
Full project title:	Banks consolidation on the Danube–Black Sea Canal		
Short project title: (acronym)	–	Project logo:	–
Project website:	–	Project ID:	PA1A028
Need and added value for Danube Region Strategy:	<p>When the Danube-Black Sea Canal was opened to navigation in 1984, only the minimal works necessary to enable navigation had been completed. The uncompleted works, the type of the rocks, the influence of hydro-meteorological factors (wind, rain, snow) and the repeated cycles of freeze-thaw may cause landslides and rock falls. This would have a major impact on the general stability of the embankments of the canal, resulting in a fairway clogged with material drawn from the slope and transported in the canal, as well as in the damage of already completed works.</p> <p>The Danube-Black Sea Canal is a navigation canal in the County Constanța, Romania, connecting the ports on the Danube with the Constanța Black Sea port, shortening the route to the Constanța port by almost 400 km. The Canal is a component of the important European waterway between the Black Sea and the North Sea (through the Rhine-Main-Danube Canal). By using this route, goods travelling from Australia and the Far East to Central Europe will have a shorter voyage by around 4,000 km.</p> <p>According to the UNECE classification, the Danube-Black Sea Canal is a waterway of Class VI.</p> <p>Besides the navigation function, the canal also provides the necessary water for irrigation and is used as drinking water and as industrial water source.</p>		
Objective(s) of project:	Banks consolidation works on the canal in order to ensure the safety of inland waterway transport.		
Planned project activities:	Execution of consolidation works.		
Transboundary impact:	Through the Danube-Black Sea Canal the Danube river is linked with the port of Constanța and goods are transported from/to Central European landlocked countries to/from Asian countries.		
Project beneficiaries / target groups:	<ul style="list-style-type: none"> • Shipping companies • Forwarders 		
STATUS AND TIME FRAME			
Current project phase: (please tick a box)	<input type="checkbox"/> Definition (e.g. project idea, abstract) <input checked="" type="checkbox"/> Preparation (e.g. project proposal, feasibility study) <input type="checkbox"/> Implementation <input type="checkbox"/> Completion		
Start date:	2020	End date:	2030
Notes:	From the state budget around one million EUR is allocated every year for the execution of works on sectors where the banks stability is at high risk.		

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		A feasibility study for the remaining works will be designed with financial resources from A.C.N. S.A. budget. The execution of the works will be started as soon as the financial resources are identified.	
PROJECT TEAM			
Project leader:	Administration of Navigable Canals (ACN), Constanța / Romania		
Project partner(s):	–		
Contact person:	Name:	–	
	Organisation:	Administration of Navigable Canals (ACN), Constanța / Romania	
	Address:	Ecluzei Street no. 1, Agigea / Romania	
	Phone:	–	
	E-Mail:	–	
	Website:	www.acn.ro	
FINANCING			
Available: (please tick a box)	<input type="checkbox"/> Yes <input type="checkbox"/> Partly <input checked="" type="checkbox"/> No		
Total budget:	185,000,000 EUR - Financing is not yet available		
Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)	<input checked="" type="checkbox"/> National/regional funds:	27,750,000 EUR (state budget - potentially)	
	<input checked="" type="checkbox"/> EU funds:	157,250,000 EUR (Cohesion Fund - potentially)	
	<input type="checkbox"/> IFI loans:	–	
	<input type="checkbox"/> Private funds:	–	
	<input type="checkbox"/> Other:	–	
PROJECT ENVIRONMENT			
Project cross-reference:	<ul style="list-style-type: none"> • The signalization on the Danube–Black Sea Canal was modernised in the period 2010 – 2011 (PA1A029) • The feasibility study for the modernisation of Agigea and Cernavoda locks equipments was finalised in 2011. The financing application was submitted in 2012 to the Management Authority for SOPT 2007–2013. The project "Rehabilitation of locks on the Danube-Black Sea Canal and the Poarta Alba-Midia Navodari Canal" (PA1A034) was split to be implemented in two phases, namely: <ul style="list-style-type: none"> ◦ Phase 1 financed through <i>Sectorial Operational Programme Transport 2007-2013 (SOPT)</i> (finalised in 2016) ◦ Phase 2 financed through <i>Large Infrastructure Operational Programme 2014-2020 (POIM)</i>, is ongoing 		

	<ul style="list-style-type: none"> The works for the waiting berth for convoys' dismantling/remaking at the junction between the Danube-Black Sea Canal and the Poarta Alba-Midia Navodari Canal was finalised in 2014 (PA1A035) Banks consolidation on the Poarta Alba-Midia Navodari Canal (PA1A042) Modernizing the navigation signalization system on the Poarta Albă-Midia Năvodari Canal (PA1A066) In 2012, RoRIS system was implemented on the Canal and connected to the RoRIS National Centre
	See above
Strategic reference:	<ul style="list-style-type: none"> 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 Government Programme 2013–2016 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:	<ul style="list-style-type: none"> 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 Law no. 203/2003 regarding the guidelines for the creating, development and modernization of transport network of national and international importance Government Decision no. 599/2009 regarding the organisation of the National Company "Navigable Canals Administration" All EU Directives related to environmental protection
Other:	–
EUSDR EMBEDDING	
Relation to other Priority Areas of the Danube Region Strategy:	<ul style="list-style-type: none"> <input type="checkbox"/> PA1b: To improve mobility and multimodality – Road, rail and air links <input type="checkbox"/> PA02: To encourage more sustainable energy <input type="checkbox"/> PA03: To promote culture and tourism, people and people contacts <input type="checkbox"/> PA04: To restore and maintain the quality of waters <input type="checkbox"/> PA05: To manage environmental risks <input type="checkbox"/> PA06: To preserve biodiversity, landscapes and the quality of air and soils <input type="checkbox"/> PA07: To develop the knowledge society through research, education and information technologies <input type="checkbox"/> PA08: To support the competitiveness of enterprises, including cluster development <input type="checkbox"/> PA09: To invest in people and skills

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	<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
EUSDR COMPLIANCE	
Compliance with targets of the Danube Region Strategy:	<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.
Compliance with actions of the Danube Region Strategy:	<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 checked="" 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.
Affiliation to thematic working group of Priority Area 1a of the EUSDR:	<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	
Project requirements:	Financing ensured for the project completion.
Follow-up project:	–
Any other issues:	–