

# Project Data Sheet

| BASIC PROJECT DATA                                      |   |                      |         |
|---|---|----------------------|---------|
| <b>Full project title:</b>                              | <b>Waiting berth for the dismantling/remaking of pushed convoys at the junction between the Danube–Black Sea Canal and the Poarta Alba–Midia Navodari Canal</b>   |                      |         |
| <b>Short project title:</b><br>(acronym)                | –   | <b>Project logo:</b> | –       |
| <b>Project website:</b>                                 | –   | <b>Project ID:</b>   | PA1A035 |
| <b>Need and added value for Danube Region Strategy:</b> | <p>The waiting berth is located on the left bank of the Danube–Black Sea Canal (DBSC), upstream from the junction with the Poarta Albă–Midia Năvodari Canal (PAMNC), between km 29+720 and 30+020. The waiting berth for the dismantling/remaking of pushed convoys was designed at the same time as the design of both canals. The project was foreseen in the initial project design of the Danube–Black Sea Canal as a functional necessity. The investment was not started due to the lack of financing.</p> <p>It is of functional need for the transit of convoys, because of the difference in fairway parameters between the canals and the difference between the geometries of the convoys transiting the two canals. The navigation convoy for the DBSC is made up of 6 barges of 3,000 ton, in two lines, propelled by a pusher of 2 x 820 HP (L = 296 m; B = 22.80 m, D = 3.80 m). The navigation convoy for the PAMNC is made up of a 3,000 t barge with its pusher (L = 119.5 m; B = 11.40 m, D = 3.80 m).</p> <p>The waiting berth is 300 m long. It has three piers and a quay depth of 5.5 m. Taking into account the current traffic and the traffic forecast for the following years; a capacity of dismantling/remaking of around 12 barges/day is estimated for the berth (the reference convoy is made up of two units).</p> |                      |         |
| <b>Objective(s) of project:</b>                         | <p>The main goal of the waiting berth for convoys is to facilitate the convoys' assembling/dismantling operations, including the assurance of cargo safety as well as the simple vessel's mooring, and to lower the unit waterway transport cost. Given a lower unit cost, waterway transport will become more attractive (in comparison to road or rail alternatives) and the market equilibrium will shift to a higher transported volume.</p>  |                      |         |
| <b>Conducted project activities:</b>                    | <ul style="list-style-type: none"> <li>• Feasibility study – finalised in February 2011</li> <li>• Financing Application for SOPT 2007–2013: August 2011</li> <li>• Public tender for works and supervision: December 2011</li> <li>• Project implementation 2012–2014</li> </ul>   |                      |         |
| <b>Transboundary impact:</b>                            | <p>Through the Danube–Black Sea Canal the Danube river is linked to the port of Constanta and goods are transported from/to Central European countries to/from Asian countries.</p>   |                      |         |
| <b>Project beneficiaries / target groups:</b>           | Shipping companies.   |                      |         |
| STATUS AND TIME FRAME                                   |   |                      |         |
| <b>Current project phase:</b><br>(please tick a box)    | <input type="checkbox"/> Definition (e.g. project idea, abstract)<br><input type="checkbox"/> Preparation (e.g. project proposal, feasibility study)<br><input type="checkbox"/> Implementation   |                      |         |

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|  | <input checked="" type="checkbox"/> Completion  |  |      |
| Start date:  | 2012  | End date:  | 2014 |
| Notes:   | –   |  |      |
| <b>PROJECT TEAM</b>  |   |  |      |
| Project leader:  | Administration of Navigable Canals (ACN), Constanta, Romania  |  |      |
| Project partner(s):  | –   |  |      |
| Contact person:  | Name:   | –  |      |
|  | Organisation:   | Administration of Navigable Canals   |      |
|  | Address:  | Ecluzei Street no. 1, Agigea, Romania  |      |
|  | Phone:  | –  |      |
|  | E-Mail:   | –  |      |
|  | Website:  | <a href="http://www.acn.ro">www.acn.ro</a>   |      |
| <b>FINANCING</b>   |   |  |      |
| Available:<br>(please tick a box)  | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Partly <input type="checkbox"/> No   |  |      |
| Total budget:  | 3,500,000 EUR   |  |      |
| Source(s) and amount<br>(potential sources for<br>project ideas):<br>(please tick a box and<br>provide further info) | <input checked="" type="checkbox"/> National/regional<br>funds:   | 1,480,000 EUR (State budget)   |      |
|  | <input checked="" type="checkbox"/> EU funds:   | 2,020,000 EUR<br>Operational Programme 'Transport' (SOPT) 2007 - 2013<br>(CF, ERDF). |      |
|  | <input type="checkbox"/> IFI loans:   | –  |      |
|  | <input type="checkbox"/> Private funds:   | –  |      |
|  | <input type="checkbox"/> Other:   | –  |      |
| <b>PROJECT ENVIRONMENT</b>   |   |  |      |
| Project cross-reference:   | <ul style="list-style-type: none"> <li>• The signalization on the Danube – Black Sea Canal was modernised in the period 2010–2011 (PA1A029)</li> <li>• Rehabilitation of locks on the Danube-Black Sea Canal and the Poarta Alba-Midia Navodari Canal" (PA1A034)</li> <li>• Banks consolidation on the Danube–Black Sea Canal (PA1A028)</li> <li>• Modernizing the navigation signalization system on the Poarta Albă–Midia Năvodari Canal (PA1A066)</li> </ul> |  |      |

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|  | <ul style="list-style-type: none"> <li>Banks consolidation on the Poarta Alba–Midia Navodari Canal (PA1A042)</li> </ul>   |
| <b>Cross-reference ID(s):</b>  | —   |
| <b>Strategic reference:</b>  | <ul style="list-style-type: none"> <li>Strategy for sustainable development in the period 2007–2013 and 2020, 2030 approved by Minister of Transport Order no. 508/2008</li> <li>White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final</li> <li>Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 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> <li>Government Decision no. 599/2009 regarding the organisation of the National Company “Navigable Canals Administration”</li> <li>All EU Directives related to environmental protection</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 type="checkbox"/> PA05: To manage environmental risks</li> <li><input 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> <li><input type="checkbox"/> PA10: To step up institutional capacity and cooperation</li> <li><input type="checkbox"/> PA11: To work together to promote security and tackle organised and serious crime</li> </ul> |
| <b>EUSDR COMPLIANCE</b>  |   |
| <b>Compliance with targets of the Danube Region Strategy:</b>          | <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Increase the cargo transport on the river by 20% by 2020 compared to 2010.</li> <li><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.</li> </ul>   |

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|  | <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.<br><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.<br><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.<br><input checked="" type="checkbox"/> To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections.<br><input type="checkbox"/> To modernise the Danube fleet in order to improve environmental and economic performance.<br><input type="checkbox"/> To coordinate national transport policies in the field of navigation in the Danube basin.<br><input type="checkbox"/> To support Danube Commission in finalising the process of reviewing the Belgrade Convention.<br><input type="checkbox"/> To develop ports in the Danube river basin into multimodal logistics centres.<br><input type="checkbox"/> To improve comprehensive waterway management of the Danube and its tributaries.<br><input type="checkbox"/> To promote sustainable freight transport in the Danube Region.<br><input type="checkbox"/> To implement harmonised River Information Services (RIS).<br><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<br><input type="checkbox"/> Ports and sustainable freight transport<br><input type="checkbox"/> Danube fleet<br><input type="checkbox"/> River Information Services<br><input type="checkbox"/> Education and jobs   |
| <b>OTHER RELEVANT ISSUES</b>   |   |
| <b>Project requirements:</b>   | -   |
| <b>Follow-up project:</b>  | -   |
| <b>Any other issues:</b>   | -   |