



MINISTRY OF ENVIRONMENT,
WATERS AND FORESTS

MINISTER CABINET

Nr. DGEICPSC/108109/29 .08.2023

To: Mr. Julian Popov, Minister
Ministry of Environment and Water of the Republic of Bulgaria

Ref: Notification according to art. 3 of the Espoo Convention on Environmental Impact Assessment in a Transboundary Context for the „Rehabilitation and modernization of port infrastructure in Bechet Port” project

Dear Minister Popov,

The Ministry of Environment, Waters and Forests of Romania sends cordial greetings to the Ministry of Environment and Waters of the Republic of Bulgaria and particularly appreciates the bilateral cooperation in the field of environmental protection.

In accordance with art. 3 of the Convention on environmental impact assessment in a transboundary context (Espoo Convention) we hereby submit the notification regarding the project „Rehabilitation and modernization of port infrastructure in Bechet Port” beneficiary National Company „River Danube Ports Administration”.

The project falls under point 9 - *Commercial ports and inland waterways and river ports allowing the passage of vessels over 1,350 tons* of Appendix I of the Convention and aims to carry out the necessary infrastructure works for the relaunch of the naval transport activity in the Bechet port, in correlation with the short, medium and long term development plans of the Ministry of Transport and Infrastructure and with the requirements of the European Union in the field of naval transport.

The main proposed works are:

- Modernization of the mooring front at the Danube, including:
 - the execution of a vertical quay, for which two variants were analyzed, namely: a quay made of weight blocks (recommended variant 1) or of sheet pile (alternative variant 2), with the quota of the crest at + 7.80 m compared to the local low water, with the cumulative length $L = 650$ ml, the resulting surface $S = 10,918$ sqm.
 - compared to the current situation, where the existing mooring front, with a length of 650 m, is divided into 6 operating berths, in the feasibility study it is proposed to divide the mooring front into 5 berths, each

having the recommended length for a river berth, of 130 m, resulting in the same length of the mooring front, of 650 m (5 berths x 130 m/berth). The 5 berths will be numbered, from upstream to downstream, with the numbers 2, 3, 4, 5 and 6. Berth 1 will be a new easement berth, which will be executed in the floating berth solution, upstream of the operating front, for the relocation of the existing pontoons, having $L = 75$ ml.

- concrete platforms behind the new quay (new berths 2 - 6), in width approx. 20 m, with the possibility of placing the portico cranes Bocsa type of 16 tf x 32 m, for which beams and running rails have been provided, or of other machines established by common agreement with the economic operators that operate in the port and with the designer's approval, $S = 17,222$ sqm.
- the execution of a floating easement berth, with the length of 75 m, according to the previous specifications.
- Rehabilitation of RO-RO ramp and access roads, including:
 - rehabilitation of the ferry crossing ramp, $S = 4,086$ sqm.
 - rehabilitation and expansion directing mole crossing point with the ferry, $S = 588$ sqm.
 - rehabilitation of precinct roads and platforms in the area of the border crossing point, $S = 12,410$ sqm.
- Related works, including:
 - dredging/excavations for the execution of the vertical quay, the easement berth and rehabilitation of the RO-RO ramp;
 - rehabilitation of the navigation signaling system for the entire work.
- Provision of utilities in the port, including:
 - water supply of the port through its connection to the drinking water network of the city of Bechet, in order to ensure the water necessary for port activity and resupplying ships. Execution of the connection from the main network to the internal supply network, $L = 2500$ ml;
 - domestic wastewater collection network from the port, including its treatment;
 - rainwater collection network, including its treatment;
 - fire extinguishing installation;
 - electricity supply of the port, by connecting to the LEA existing in the area, at the entrance to the port, in order to ensure the electricity consumption of the port operators, the charging of electric cars, as well as the resupply of electricity to the ships stationed in the berths. A new PT and a connection network in length of approx. 1,500 ml;
 - perimeter lighting system and port premises;
 - video surveillance and access control system;
 - demand analysis and the possibility of equipping the port with a fueling point for alternative fuels.

The duration of the investment is approx. 24 months, of which the actual execution was estimated at approx. 21 calendar months.

The project is located in the Natura 2000 sites *ROSCI0045 The Jiului Corridor* and *ROSPA0023 Jiu - Danube Confluence*, overlapping as territory.

The notification form written according to art. 3 of the Espoo Convention, accompanied by the project presentation memorandum, will be sent electronically to the Focal Point of the Republic of Bulgaria for the Espoo Convention.

Please send us your response regarding the decision to participate in the cross-border impact assessment procedure by the **25th of September 2023**.

We also request that you submit the comments of the public and the competent authorities of the Republic of Bulgaria, as well as your requests for documentation regarding the environmental impact assessment, by the **9th of October 2023**.

At the same time, please provide us with information about the state of the environment that could be affected by the project on the territory of the Republic of Bulgaria, to be used in the preparation of the documentation regarding the assessment of the impact on the environment.

Please accept, Mr. Minister, the expression of my high consideration.

Mircea FECHET

Minister
