

**NOTIFICATION TO AN AFFECTED PARTY OF A PROPOSED ACTIVITY
UNDER ARTICLE 3 OF THE CONVENTION**

For the Project:

**"Improvement of navigation conditions on the Romanian-Bulgarian Danube
common sector of the Danube"**

| 1. INFORMATION ON THE PROPOSED ACTIVITY | |
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| (i) Information on the nature of the proposed activity | |
| Type of activity proposed: | Morphological-engineering and dredging works for improvement of navigation conditions and increase of traffic safety on the common Romanian-Bulgarian sector of Danube. |
| Is the proposed activity listed in Appendix I to the Convention? | Yes |
| Scope of proposed activity (e.g. main activity and any/all peripheral activities requiring assessment) | Proposed works for improvement of navigation conditions consist in: <ul style="list-style-type: none"> • Dredging; • Bank protection works; • Groynes (spurs); • Chevrons (horseshoe/ arched dams); • Creation if new islands and extension of existing ones; • Establishing storage areas for dredged material; |
| Scale of proposed activity (e.g. size, production capacity, etc.) | The hydrotechnical works within the project will be carried out in the critical areas for navigation both on the territory of Romania and Republic of Bulgaria, between km 845.5 and km 375. The total length of critical areas along the river is 72 km |
| Description of proposed activity (e.g. technology used): | The execution technology of the project works includes the activities described below. For the most part, construction works will be done under and on water. <u>Dredging works.</u> The dredging works will be executed on the existing fairway alignment or on a new alignment (fairway realignment) up to a 3.5 m depth at ENR, using a suction dredger. The dredged material is then pumped into the dredged material discharge areas (intelligent disposal of the dredged material) or will be used to fill the geotextile tubing/bags needed to construct the morphological-engineering structures. <u>Execution of rip-rap works.</u> These works are needed to build groynes, chevrons, bank protections and islands. <u>Excavation Execution.</u> These works are necessary for the execution of the groynes and bank protections and will be executed from the water or from the land, as needed. Excavations made from the water will be done using a floating excavator, a dump-bucket type equipment, docked on a floating barge. For the excavations to be executed from the bank, the cross section proposed by the project will be checked successively. The excavated material will be loaded in barges and transported to dredged material discharge areas; the vegetal soil will be stored for reuse, and the rest of |

the excavation materials, depending on their nature, can be reused for fillings in dikes or transported to a landfill.

Execution of the groynes. The groynes will be built 1 m over ENR, a core made of earth, unsorted stone or gravel/sand, and a shell made of rip rap stone (up to 1,500 kg). The slopes of the groynes will be executed with an approximate slope of 1: 2 upstream and a slope of about 1: 3 downstream. Underneath the groynes there is a separation layer consisting of a fascine mattress fixed on a geotextile membrane or self-ballasted geotextile, which extends both downstream and upstream from the groyne footprint. In the vicinity of the banks, the groynes will be provided with a low flow channel to allow the passage of fish and to reduce the sedimentation downstream of the groynes.

Execution of chevrons. The chevrons will be constructed with the crest at ENR + 1 m, using the same structure as the groynes. The two structures differ in form and position in the riverbed. The chevrons will have the shape of an arch, being placed in the river bed without touching the banks. The open end of the arc will be directed downstream and upwardly curved against the flow direction

Execution of bank protection. For works aimed to protect the banks against erosion, two types of **bank protection** are proposed to be executed through the project. The two types of bank protection differ in terms of the materials used and the layout of the protective layers:

- ***Rip-rap bank protection:*** bank protection will consist of a layer of rip rap stone placed on a geotextile, which has the roles of separation and filtering;
- ***Rip-rap and pre-seed mattresses bank protection:*** bank protection will consist of a layer of rip rap placed on a geotextile with the roles of separation and filtration, up to the level of typical winter flow; continuing with an anti-erosion mattress covered with a layer of vegetal soil up the slope, which will facilitate the development of herbaceous vegetation

Land clearing works. Land clearing works will be carried out in the groynes anchoring areas on the banks, in the areas where bank protection works are required as well as in the areas where the site organizations will be set up (if case).

Land preparation works will mainly consist of the following activities:

- Removal of large vegetation (where applicable);
- Scraping the layer of vegetal soil to a thickness of approximately 0.3 m and storing it in specially designed areas to facilitate further use;
- Removal of large stones from work platform area;
- Levelling the work platform;
- Correction by sloping and removing eroded areas of the banks.

The Constructor together with the local authorities will establish the place of storage for leaves, branches and other wood materials resulted from land preparation works. For all these operations the permits and agreements provided by

the legislation in force will be obtained.

Placing the geotextiles on the bottom of the riverbed.

Two methods are proposed to position the geotextiles at the foundations level:

- with the help of fascines mats and a ballast layer
- using ballasted geotextile mattresses

Fascines will be used for the construction of a network fixed on geotextile, acting as ballast in order to install it at the foundation level of the dykes, groynes, chevrons, the bank protection works (on the submerged slope). Fascines grids will be made of rolls of rods, on an on-site workshop, located on the bank, in the commissioning area. Fascines will be purchased from the Forestry Directorates through service contracts between the manufacturer and them. Fascines rolls will be transported by road from the place of purchase to the nearest port to the construction location, then they will be transported on water by ship to the workshop where the mattresses will be made.

Fascine grids will be fixed to geotextile and launched in the water by a crane mounted on a floating boat. For positioning the geotextile layer on the bottom of the water, the cells of the fascines grid will be filled with raw stone, starting from one end.

The mattresses will be covered with gravel from upstream towards downstream along the same line, perpendicular to the bank. After a complete mattress line is covered, the filing will start on the next line that will overlap with the anterior one for at least 1 m.

Another simplest method is the use of ballasted geotextile mattresses consisting of two layers of geotextile between which there is a layer of sand.

Geotextile has the role of separation, protection and filtration and contributes to the reduction of suspended matter, reducing the turbidity of water.

Building new islands or expanding existing ones. The new islands and expansion areas of the existing islands will be built from a base layer of sand and gravel dredged from the riverbed in the area adjacent to the islands. Since the upstream part of the islands will be subject to erosion process, a protection structure against erosion will be needed. The protective structure will be constructed from rip-rap. If needed, to construct the island's upstream area, non-woven geotextile tubes / bags filled with sand and / or dredged material will be used with a rock cover to create a storage area for the dredged material. The islands are proposed to be executed at 1 m above the level associated with the dominant flow (8,000 m³ / s). A vegetation layer will be installed over the main material to prevent erosion of the island during flood periods, by planting herbaceous vegetation, shrubs and local trees. Dredging works will be done using a dredge that sucks the dredged material, and then pumps it directly onto the surfaces of the existing sandbars. Construction of new islands will take place in low-flow periods. In order to create the shape of the island according to the technical design, large machines will be used (floating loaders / excavators), while all the works will

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| | <p>take place in river bed.</p> <p><u>Materials loading / unloading activities.</u> The mineral aggregates and other materials necessary for performing the construction works will be transported by road from Romanian and Bulgarian companies to the ports closest to the construction place according to the needs.</p> <p>In the ports, the loading docks will be equipped with floating crane (grab crane) and normal crane. From port the stone will be transported with barges at the place of commissioning. Also, the stone will be unloaded from the barges by means of floating cranes equipped with a grapple or pull-out bay. Loading / unloading activities will be performed according to an approved schedule that takes into account the navigation and environmental restrictions.</p> <p>Periodically, cross-sections bathymetrical measurements will be made to ensure compliance with the technical design specifications in what regards the layers of rip-rap, stone, gravel and sand.</p> |
| Description of purpose of proposed activity: | The main objective of the project is to identify the technical solutions to be implemented in order to ensure proper navigation and traffic safety conditions on the common Romanian-Bulgarian sector of Danube, for a period of at least 340 days/year. |
| Rationale for proposed activity (e.g. socio-economic, physical geographic basis) | <p>The rationale of the project was historically identified along many years, by the fairway administrators from the two countries and by the users (navigators), being also confirmed by previous studies.</p> <p>Following the Feasibility Study finalized in 2011, the Romanian and Bulgarian authorities, responsible with Danube navigation, agreed to significantly improve navigation in the common Danube's section, their intention being to minimize periods of time when commercial navigation is not possible, both during winter in frost conditions, and in summer, when river flow rates tend to be very low. The Danube Commission recommends that the fairway width to be of 180 m, with a minimum depth of 2.5 m at ENR and a minimum curvature radius of 1,000 m for the Romanian-Bulgarian sector. For sectors where the minimum depth is not ensured, reducing the width of the fairway to 150 m will be considered.</p> <p>The activities that the two beneficiaries: Lower Danube River Administration – AFDJ Galati and Executive Agency for Exploration and Maintenance of the Danube River, IAPPD Ruse – accomplish in order to meet these recommendations and to maintain viable navigation conditions include: ensuring navigation conditions by performing maintenance dredging works and providing bank and floating fairway signalling, bathymetrical measurements, performing maintenance and repairs for the hydrotechnical works.</p> <p>However, the effectiveness of maintenance dredging in order to maintain minimum navigation conditions is very short term (even two dredging interventions per year are needed), due to the sediment dynamics, hydrological regimes and the nature of the Danube River morphology. It has become obvious that some technical solutions proposed in the 2011 study have become inapplicable due to significant</p> |

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| | <p>morphological changes in some critical points of the river.</p> <p>Therefore, the two beneficiaries decided to update the Feasibility Study from 2011 and identify the long-term solutions and the technical, environmental and financial management measures package to be acceptable and sustainable. For this purpose, a contract was signed in 2017 for updating the Feasibility Study.</p> |
| Additional information/comments | - |
| (ii) Information on the spatial and temporal boundaries of the proposed activity | |
| Location: | <p>The project covers the common Romanian-Bulgarian Danube sector, between Iron Gates II (Portile de Fier II) and Chiciu-Silistra (between km 863 and km 375), which also represent the southern border of Romania with Republic of Bulgaria and Republic of Serbia.</p> <p>In the navigation sector managed by the Romanian side, three critical areas were designated, and in the navigation, sector administered by the Bulgarian side two critical areas were designated</p> <p>Within Critical Areas, several Critical Points (CPs) were delimited, as follows:</p> <p>Critical areas administered by the Romanian side:</p> <ul style="list-style-type: none"> • Critical zone 1 from km 850 to km 818 that includes CP Garla Mare and Salcia; • Critical zone 2 from km 786 to km 755 including CP Bogdan Secian and Dobrina; • Critical zone 3 from km 678 to km 625 that includes CP Bechet and Corabia; <p>Critical areas administered by the Bulgarian side:</p> <ul style="list-style-type: none"> • Critical zone 4 from km 577 to km 520 including CP Belene, Vardim, Iantra and Batin; • Critical zone 5 from km 428 to km 401 including CP Kosui and Popina. <p>Proposed works will be executed on the 12 Critical Points only on the Danube section between Romania and Republic of Bulgaria.</p> |
| Description of the location (e.g. physical-geographic, socio-economic characteristics); | <p style="text-align: center;">1. Garla Mare – Romanian Sector</p> <p>Location: 1 km south of Garla Mare; between km 839 – km 837, over 2 km in length. CP administered by AFDJ Galati.</p> <p>River bed extends from 750 m upstream to 1,400 m downstream of this section. The river is divided by Garla Mare Island into two branches: the main branch (located south of the island, where the current fairway is located) and the secondary branch (north of the island). The banks are covered with abundant vegetation, and the island is mainly covered with trees.</p> <p style="text-align: center;">2. Salcia – Romanian Sector</p> <p>Location: 3 km south of Salcia; between km 824 – km 820, over 4 km in length. CP administered by AFDJ Galati.</p> <p>Riverbed extends from 900 m upstream to 1,400 m</p> |

downstream of this section. The banks are covered with abundant vegetation. A small island formed in the vicinity of the southern bank. Sandbanks are visible in the northern half of the fairway at low debits.

3. Bogdan - Secian – Romanian Sector

Location: 3 km east of Dunavsti; 4 km south of Vidin; between km 786 – km 782, over 4 km in length. CP administered by AFDJ Galati.

The riverbed extends from 800 m upstream to 1,400 m downstream of this section. The river splits, resulting in a secondary fairway that is separate from the main fairway through an island. The fairway is affected by sedimentation processes. The banks are covered with abundant vegetation and the island is covered with trees. There is a sandbank on the left side of the main fairway.

4. Dobrina – Romanian Sector

Location: 8 km north of Archar; between km 762 – km 756, over 6 km in length. CP administered by AFDJ Galati.

Riverbed extends from 750 m upstream to 1,600 m downstream of this section. It is divided by two islands - Dobrina and Pietrisul. A series of sandbanks are visible around the islands at low flow. The banks are covered with abundant vegetation, and the islands are mainly covered with trees.

5. Bechet – Romanian Sector

Location: 8 km south of Bechet, 1 km north of Oryahovo; between km 678 – km 673, over 5 km in length. CP administered by AFDJ Galati.

Riverbed with ranges from 900 m upstream to 1,400 m downstream of this section. In low-flow periods, a large sandbank located in the centre of the river divides the river into two branches. Currently, the North branch has a higher proportion of flow, and the fairway has been deflected on this branch, but the optimum navigation width is not offered. On both banks, at the upstream boundary of this section, there are ship mooring facilities. The banks are covered with abundant vegetation.

6. Corabia – Romanian Sector

Location: 1 km south of Corabia; between km 632 – km 626, over 6 km in length. CP administered by AFDJ Galati.

Riverbed extends from 900 m upstream to 1,600 m downstream of this section. In the north of the river there are two large islands and a small island, and numerous sandbanks are visible in the waterways around the islands. The banks are a mixture of slopes with natural vegetation and massive hydrotechnical structures and along the left bank there are anchoring points.

7. Belene – Bulgarian Sector

Location: 1 km north of Belene; between km 577 – km 560, over 17 km in length. CP administered by IAPPD Ruse.

Throughout this section, the riverbed is divided by the island of Belene, and the fairway passes north of it. This section of the river is the most difficult to navigate along the whole

Danube-Romanian-Bulgarian sector. On the northern canal there are numerous mobile sandbanks, and in low flow periods the fairway is only 40-60 m wide. There are multiple wrecks in the north of Belene Island. A Bulgarian nuclear power plant is planned to be built in this area. There is a bottom sill on the southern fairway at Kronstadt. The banks are covered with abundant vegetation. Belene Island is inhabited, and part of the land is used for agriculture.

8. Vardim – Bulgarian Sector

Location: 5 km northeast of Vardim; between km 542 – km 539, over 3 km in length. CP administered by IAPPD Ruse.

This section is located downstream of the Vardim Island, around which the river divides, and the main fairway passes northwards with a secondary river branch to the south. Large sandbanks are visible on the main fairway. The banks are covered with abundant vegetation.

9. Iantra – Bulgarian Sector

Location: 3 km north of Krivina; between km 537 – km 534, over 3 km in length. CP administered by IAPPD Ruse.

Riverbed has a width of 1000 m on this section and, under low flow conditions, the fairway is only 60-100 m wide and less than 2.5 m deep. Large sandbanks and wreckage obstruct also the navigation. The banks are covered with abundant vegetation.

10. Batin – Bulgarian Sector

Location: 2 km north of Batin; between km 530 and km 520, over 10 km in length. CP administered by IAPPD Ruse.

The riverbed extends from 800 m upstream to 1500 m downstream of this section, where the fairway goes north of the island of Batin, and a secondary fairway south of it. The North Fairway has large mobile sandbanks and shallow water depths in low-flow periods. The banks are covered with abundant vegetation, the island of Batin being covered by trees. The river is very dynamic in this area.

11. Kosui – Bulgarian Sector

Location: 6 km east of Oltenita; between km 428 – km 423, over 5 km in length. CP administered by IAPPD Ruse.

The riverbed extends from 800 m upstream to 1400 m downstream of this section, where the fairway is north of the island of Kosui, and a secondary fairway south of it. Arges River flows into the Danube at about 5 km upstream. The island of Kosui is crossed by a fairway with a width of ~ 300m.

12. Popina – Bulgarian Sector

Location: 1 km north of Popina; between km 408 and km 401, over 7 km in length. CP administered by IAPPD Ruse.

Riverbed has a width of 1000 m on this section and under low flow conditions, the fairway has insufficient width and depth. An island is located to the right bank with a relatively small secondary fairway that passes south of the island. Large sandbanks are visible in the river. River banks are covered with abundant vegetation. The fairway is along the

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| | left bank. |
| Rationale for location of proposed activity (e.g. socio-economic, physical-geographic basis): | The location of the hydro-technical works proposed by the project for each CP was established based on a Multi-criteria Analysis, which took into account the results of the mathematical model, local hydro-morphological and environmental and the social and economic conditions of the area. |
| Time-frame for proposed activity (e.g.: start and duration of construction and operation) | The proposed implementation period for the FAST Danube project is of about 3 years. This duration does not include the monitoring activity which will be carried out before, during and after completion of the construction works. |
| Maps and other pictorial documents connected with the information on the proposed activity | On the Annex C – Drawings, appended to the Presentation Memorandum, which is attached to the notification herein, the relevant maps for each CP are presented. |
| Additional information/comments | - |
| (iii) Information on expected environmental impacts and proposed mitigation measures | |
| Scope of assessment (e.g. consideration of: cumulative impacts, sustainable development issues, impact of peripheral activities, etc.): | <p>A preliminary assessment of the potential impact on the environment components was carried out within the Presentation Memorandum, attached to the Notification herein.</p> <p>Moreover, the assessment of the potential impact on the environment will be detailed further within the Environmental Impact Assessment Report.</p> <p>The Environmental Impact Assessment Report will follow the requirements of the European Directive 2011/92/UE on the assessment of the effects of certain public and private projects on the environment, transposed in the national legislation by the Law no. 292/2018 on environmental impact assessment of certain public and private projects.</p> |
| Expected environmental impacts of proposed activity (e.g. types, locations, magnitudes): | <p>During the execution of the works a negative impact on the water quality generated by the water is expected:</p> <ul style="list-style-type: none"> Increasing the turbidity due to the execution of the hydrotechnical structures proposed in Bechet Belene and Popina Critical Points, the achievement of the dredging activities and the deposition of the dredged material in the riverbed in all 12 Critical Points; The production of accidental pollution with fuels or used oils due to the operation of barges, dredges and floating equipment during the execution of the proposed works in all 12 Critical Points. <p>During the execution of the works a negative impact on the water quality is expected, generated by:</p> <ul style="list-style-type: none"> Temporary increase of the turbidity due to the execution of the hydrotechnical structures, the achievement of the dredging activities and the deposition of the dredged material in the riverbed; Potential accidental pollution with fuels or used oils due to the operation of barges, dredges and floating equipment during the execution of the proposed works. |

- Local increase of the current speed, level of Danube water, erosion/sedimentation processes due to the execution of the proposed hydrotechnical works.

During the execution of the project works, it is expected that **air emissions** of some pollutants and suspended particulates will increase because of the following emission-generating operations:

- Exhaust emissions from internal combustion engines of the ships, barges and floating equipment's used for construction and dredging and from motor vehicles used for the transport of the material to the place of loading into the ships;
- Dust emissions which are associated with the excavation, handling and commissioning of the building materials (especially of powdery materials), earth, levelling and sloping of the work areas, as well as other specific works;
- Dust emissions produced by wind action in material storage areas and open operational areas by entrainment of fine particles into the atmosphere. Dust emission level will vary from one day to another, depending on the level of activity, meteorological conditions and the operations specificity.

During the execution of the works, it is expected that the **noise and vibration** levels will increase as a result of the following noise and vibration generating operations:

- Noise from the operation of equipment used for the dredging and discharge of dredged material in specially designated areas (barges, hydraulic dredgers, floating cranes, loaders, etc.);
- Noise from the functioning of the equipment used for the construction works and the operation of the naval and road transport means, used for the transportation of materials;
- Traffic increase on Danube after navigation conditions will be ensured.

During the execution of the works, an impact on the **soil** is expected to be produced as a result of the hydro-technical structures requiring embedment into the bank. The works will lead to the temporary or long-term disturbance of the soils on a narrow strip along the bank, in the perimeter of the execution of the works.

During the execution of the works, a negative impact on the biodiversity is expected (especially aquatic flora and fauna) generated by:

- The increase of turbidity due to the execution of the proposed hydrotechnical structures, dredging activities and the discharge of dredged material in the riverbed;
- Modification of the shelter and feeding areas of the aquatic and terrestrial fauna due to the execution of the hydrotechnical structures and as a result of the dredging and discharging of dredged material in the riverbed;
- Fragmentation of the Danube course (the upstream river sector and the downstream river sector), thus

dividing the ecosystem in two areas, with different habitat characteristics as a result of the proposed bank protection works;

- Alteration of the distribution of migratory and non-migratory fish species in the upstream and downstream river sectors as a result of construction works, dredging and discharging of dredged material;
- The aggravation of the fish migration paths following the execution of the proposed hydrotechnical structures;
- Disturbance of aquatic and terrestrial habitats through the nature of the carried-out activities;
- Occurrence of accidental spillage of fuels or used oils as a result of the operation of barges, dredges and floating equipment during the execution of the proposed works.

During the works execution both positive and negative impacts on the **population** are expected, generated by:

- Creation of new jobs to carry out the project proposed works which will lead to the improvement of the living conditions (and indirectly of the human health) for the locally employed staff.
- Noise and emissions temporary generated by the operation of floating equipment, barges, ships in the working areas;
- Disruption of sport fishing and other recreational activities along the Danube banks;
- Potential interruption of the functioning of the Danube drinking water treatment plants;
- Increasing the level of commercial and touristic fluvial traffic will positively influence the economic development of the Danube riparian countries, especially Romania, Bulgaria and Serbia, including the increase of new employment through creating new jobs in port cities along the Lower Danube;
- Improvement of access to the Romanian and Bulgarian river ports;
- Improvement of connections for tourist and commercial shipping between Western and Central Europe to the Black Sea through the Danube-Black Sea Canal or the Sulina Canal;
- Creating the conditions for encouraging the development of agricultural-tourism in the villages along the Danube.

No impact on **historical and cultural heritage** is expected during project implementation, considering that the works proposed within the project will not affect the existing and known archaeological sites, located on the Romanian Danube bank.

During the execution of the works, a negative impact on the **landscape** generated by the project is expected:

- The presence of dredging equipment, barges, floating equipment, construction equipment, personnel involved

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| | <p>in construction activities and site organization;</p> <ul style="list-style-type: none"> • The presence of built hydrotechnical structures (groynes, chevrons, new islands and bank protection) only during low flows periods. <p>During project execution and operation, the main impact on climate change is related GHG emissions, mostly during operation, due to merchandise and touristic traffic increase on Danube.</p> <p>In the field of inland waterway transport, the main effects of climate change are related:</p> <ul style="list-style-type: none"> • Prolonged periods of drought in correlation with increasing water demand and extreme temperatures - lowering the Danube level; • Periods of floods caused by torrential rains and heavy long-term rainfall - increasing the level of the Danube. <p>The impact of climate change on water bodies consists of seasonal changes of flows, occurrence of low flow situations and water shortages with the possibility of becoming more severe, more abundant and frequent rainfalls, both locally and regionally, but which are not relevant to the frequency and magnitude of floods and changes in biodiversity and aquatic and terrestrial ecosystems.</p> |
| <p>Inputs (e.g. raw material, power sources, etc.)</p> | <p>The hydrotechnical structures proposed by the project will be executed mainly using natural materials (rip rap stones, raw stone, gravel, sand, earth), geotextiles and other building materials.</p> <p>Rip-rap stone and mineral aggregates will be brought from stone and gravel quarries with sufficient production capacities.</p> <p>The geotextiles and other building materials will be purchased from specialized economic operators, located both on the territory of Romania and on the territory of the Republic of Bulgaria.</p> <p>Ensuring electricity on site locations will be achieved through fuel-powered generators.</p> <p>Barges and vehicles required to carry out construction activities will be fuelled using off-site authorized distribution stations. The equipment used for the execution of the works will be fuelled with fuel from certified metallic tanks, purchased as needed, without the need for storage on the site.</p> |
| <p>Outputs (e.g. amounts and types of: discharges in air, discharges into the water system, solid waste)</p> | <p>During the execution of the works for improvement the navigation conditions on Danube it is estimated that the GHG production will be low.</p> <p>GHG emissions will increase during operation following the increase o commercial and touristic traffic on Danube, but they will be balanced by the reduction of the current additional fuel needed for the ship to cross the critical points during low flows periods.</p> <p>According to the guide (https://ec.europa.eu/transport/modes/inland_en), the energy consumption per km / ton of goods transported on inland waterways is about 17% of the road transport and</p> |

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| | <p>50% of the railway transport.</p> <p>The main emissions into the water is due to the dredging works, both during construction and during operation, which will increase the suspended matter content due to the manoeuvring of the dredged material and also due to the entrainment of riverbed materials.</p> <p>The project envisages the implementation of the widely used concept in Europe and in the world of "intelligent disposal" of dredged material. This concept involves keeping the dredged material in the river bed and using it to the advantage of flowing.</p> <p>The dredged material will be discharged in small water areas with a high sedimentation potential. In such cases, the discharge of dredged material will potentiate the natural sedimentation process.</p> <p>Also, dredged material will be used to expand existing islands and create new islands (at an early stage) and encourage their growth / development over time in "mature islands."</p> <p>The main categories of waste produced during the project will be construction and dredging wastes, from personnel and navigation.</p> |
| <p>Transboundary impacts (e.g. types, locations, magnitudes):</p> | <p>In general, the project will generate a transboundary impact in the Republic of Bulgaria.</p> <p>Type, location and magnitude of the impact will be detailed in the Environmental Impact Assessment Report.</p> |
| <p>Proposed mitigation measures (e.g. if known, mitigation measures to prevent, eliminate, minimize, compensate for environmental effects):</p> | <p>The main measures for mitigation of the environmental impact are:</p> <ul style="list-style-type: none"> • The use of dredging methods that produce lower amounts of suspended matter, for example, the suction dredger • Proper maintenance of ships, vehicles and equipment to prevent oil or fuel losses; • Use of modern machinery equipped with engines whose emissions comply with the legislation in force; • Staging work (observing the work schedule) so that the emission producing operations do not overlap and there is a low level of pollutants in the atmosphere; • Adapting the daily work schedule in order to protect the sensitive receptors in the vicinity • Performing construction and dredging work outside important periods of fish migration or birds (nesting period, presence of migratory birds); • Location choices will consider avoiding as much as possible the potential areas / reproductive habitats of endangered migratory species; • Avoiding the deposition of dredged material in areas favourable for sensitive species; choosing the discharging locations for the dredged material will try to avoid potential wintering, feeding or reproduction areas of sturgeons; |

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| | <ul style="list-style-type: none"> • Measurements of the concentration of suspended matter in the water on the critical points and downstream of those so when high turbidity is measured to stop the work for a limited period of time to allow suspended matter to settle; restart the works in shortest possible time; • Implementation of a monitoring program for the species of migratory fish in order to assess the progress in time of the potential impact on them. |
| Additional information/comments | |
| (v) EIA documentation | |
| Name, address, telephone and fax numbers | <p>(Lower Danube River Administration, Galati, Romania) Administratia Fluviala a Dunarii de Jos - AFDJ, R.A. Galati Galati, Strada Portului, nr. 32, cod postal 800025, Romania; Telephone: 0236 460812/0236 460 353/0236 460 016; Fax: 0236 460 847; E-mail: secretariat@afdj.ro; Website: http://www.afdj.ro/ro</p> <p>Executive Agency for Exploration and Maintenance of the Danube River (IAPPD), Ruse Ruse, Slavyanska 6, p.c. 7000, Republic of Bulgaria; Telephone: (082) 823133, (082) 823134, (082) 823135, (082) 823136; Fax: (082) 823131; E-mail: appd@appd-bg.org Website: http://www.appd-bg.org/</p> |
| Is the EIA documentation (e.g. EIA report or EIS) included in the notification? | No |
| If no/partially, description of additional documentation to be forwarded and (approximate) date(s) when documentation will be available | <p>Presentation Memorandum regarding the project "Improvement of navigation conditions on the Romanian-Bulgarian Danube common sector of the Danube" for the issuance of the Environmental Agreement, is attached to the Notification herein.</p> <p>Environmental Impact Assessment Report is expected to be finalised on the second half of 2020 year.</p> |
| Additional information/comments | |
| 2. POINTS OF CONTACT | |
| (i) Point of contact for the possible affected Part or Parties: | |
| Authority responsible for coordinating activities relating to the EIA (refer to decision I/3, appendix): Name, address, tel. and fax numbers | <p>Ministry of Environment and Waters, Republic of Bulgaria 1000, Sofia, bul. M. Luiza '22 Republic of Bulgaria telephone: <u>02/940 60 00</u></p> |

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| | <p>Ministry of Mining and Energy, Republic of Serbia 22-26 Nemanjina Str., 11000 Belgrad, Republic of Serbia Tel: 011/3346 755</p> <p>Ministry of Agriculture, Regional Development and Environment, Republic of Moldova 9th Constantin Tanase, Str., Chisinau, Republic of Moldova Tel:(022) 20-45-79; Fax: (022) 22-07-48</p> <p>Ministry of Ecology and Natural Resources, Ukraine 35 Vasilya Lipkivs'kogo Str, Kiev, 03035 Ukraine Tel. (044) 206 33 02</p> |
| List of affected parties to which notification is being sent | Republic of Bulgaria, Republic of Serbia, Republic of Moldova, Ukraine |
| (ii) Points of contact for the Party of origin | |
| <p>Authority responsible for coordinating activities relating to the EIA (refer to Decision I/3, appendix)</p> <p>Name, address, tel and fax numbers</p> | <p>Ministry of Environment, Romania Bulevardul Libertatii, nr. 12, Sector 5, 040129 Bucuresti, Romania Tel. +4021 408 95 88 Fax: +4021 316 0421</p> <p>Point of contact: Ms. Dorina MOCANU General Director General Directorate for Impact Assessment and Pollution Control Ministry of Environment, Water and Forests 12, Blvd. Libertatii, Sector 5 RO - 040129 BUCHAREST Telephone: +40 21 408 9595 Fax: +40 21 316 0421 E-mail: dorina.mocanu(at)mmediu.ro</p> <p>Focal point for administrative matters: Mr.Aureliu Dumitrescu Senior Councillor Directorate for Impact Assessment and Pollution Control Ministry of Environment 12, Blvd. Libertatii, Sector 5 RO-040129 BUCHAREST Telephone: +40 21 408 9588 Fax: +40 21 316 0421 E-mail: aureliu.dumitrescu(at)mmediu.ro</p> |
| Decision making authority if different than authority responsible for coordination activities relating to the EIA | <p>National Environmental Protection Agency, Romania Splaiul Independentei, nr. 294, Corp B, Sector 6, 060031, Bucuresti, Romania</p> |

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| Name, address, tel and fax numbers | Tel: +4021 207 11 01; +4021 207 11 02 Fax: +4021 207 11 03 |
| 3. INFORMATION ON THE EIA PROCESS IN THE COUNTRY WHERE THE PROPOSED ACTIVITY IS LOCATED | |
| (i) Information on the EIA process that will be applied to the proposed activity: | |
| Time schedule: | 18 months |
| Opportunities for the affected party/parties to be involved in the EIA process | yes |
| Opportunities for the affected party/parties to review and comment on the notification and the EIA documentation | Yes Comments on Notification are expected by 30 August 2019. The EIA documentation will be sent later during the EIA procedure in the transboundary context. |
| Nature and timing of the possible decision: | January – February 2021 for the final decision. |
| Process for approval of the proposed activity | The EIA procedure is conducted according with the Law 292/2018 on environmental impact assessment of certain public and private projects. |
| Additional information/comments | |
| 4. INFORMATION ON THE PUBLIC PARTICIPATION PROCESS IN THE COUNTRY OF ORIGIN | |
| Public participation procedures | According with the Law 292/2018 on environmental impact assessment of certain public and private projects, Section 3 – Public information and participation to the environmental impact assessment procedure. There will be public hearings on both banks of the Danube River. The public hearings will be established and announced in local newspapers and posted at the town hall of every county in which the works will be undertaken. |
| Expected start and duration of public consultation | 2 months - October - November 2020 |
| Additional information/comments | |
| 5. DEADLINE FOR RESPONSE | |
| Date | 30 days since reception of the Notification – 30 August 2019. |