

ROMANIAN GOVERNMENT



MINISTRY OF TRANSPORT

Minister's Office

Bucharest 13/08/2008
No. 3031/L.O

MINISTRY OF ENVIRONMENT AND WATER – BULGARIA
For the attention of Mr. Dzhevdet CHAKAROV, Minister

MINISTRY OF ENVIRONMENT AND SUSTAINABLE DEVELOPMENT – ROMANIA
For the attention of Mr. Attila KORODI, Minister

Dear Mr. Minister,

We would like to notify you that the Ministry of Transport – Romania have the following investment proposal:

Definition of the investment proposal:

. Summary of the proposal:

ISP. Implementing Agency within the Ministry of Transport – Romania signed on the 3rd of May 2007 with a consortium consisting of: Technum N.V., Trapec S.A., Tractebel Development Engineering S.A., Compagnie Nationale du Rhone and Safege, a contract for the “Technical Assistance for improving the navigation conditions on the Romanian – Bulgarian common sector of the Danube and accompanying studies” project. The contract is financed by the European Commission under ISPA Fund in proportion of 85% and co-financed by the Government of Romania in proportion of 15%, according to the Financing Memorandum no. 2005 RO 16 P PA 002 “Technical Assistance for improvement of navigation conditions on the Romanian – Bulgarian common sector of the Danube and accompanying studies”.

The project aims at improving the navigable conditions alongside TEN-T priority Axis 18 (Danube), addressing bottlenecks on the Danube and to support the economic growth in the Danube area by facilitating the gradual improvement and development of the inland waterway transport infrastructure. Its objective is to improve the navigation conditions on the Danube in order to respond to the Romanian national transport policy and international agreements. The

purpose of this project is the technical assistance (TA) for improving the navigation conditions on the Romanian - Bulgarian common sector of the Danube. The project shall promote sustainable mobility and also more efficient, low-cost and environmentally friendly inland waterway transport on the Danube.

The TA project is trying to assure the navigation parameters as established by the Danube Convention, to minimise the works and to identify the optimum balance between dredging works and hydro-technical structures for insuring the navigation depths, with careful consideration to environmental aspects.

After the analysis of the existing depths and the radius of the curves on the navigable canal resulted a series of critical sectors for navigation which can be improved by implementing some technical solutions identified for the specific of each critical sector.

The technical solutions proposed are the following:

- Bottom sills;
- Guiding walls;
- Groins;
- Embankment protection works.

This hydro-technical works will improve the navigation conditions on this sector of about 500 km of the Danube by stabilising the navigable canal and its parameters and by raising the navigation depths in the critical sectors, and the minimum navigation conditions in accordance with the Danube Commission recommendations will be assured.

1. Description of the main activities, capacity and efficiency (ton per year produced output), occupied area:

The activities are those specific to hydro-technical works.

The transport of the materials on site can be made by barges on the Danube.

The works will be made by floating equipments.

The works will not occupy supplementary areas of land.

Relation with other activities that are existing and approved with land reallocation or other plan, which are affected by the subject of the investment proposal :

No other existent activities or plans directly affected by the implementation of the project are known until now. These will be identified by the EIA.

Site location:

The critical sectors where hydro-technical works are envisaged are located along the Danube between the confluences of the Danube with Timok River (rkm 825) and Calarasi/Silistra (rkm 375) :

1. k nr 825 - k nr 822
2. k nr 804 - k nr 797 BASARABI
3. k nr 787 - k nr 781 BOGDAN ISLAND / SECEANU

4. km 768 – km 764
5. km 764 – km 758
6. km 754 – km 748
7. km 745 – km 735 LOM ISLAND - LINOVO
8. km 728 – km 721 ARCER – ALINOVU
9. km 705 – km 687 KOZLODUI - KOPANITA
10. km 679 – km 673 CARABULEA- BECHET/ ORIAHOVO
11. km 667+500 – km 666+500
12. km 633- km 625 CORABIA – BALOIU Branch
13. km 615 - km 614
14. km 614 - km 609 CALNOVAT ISLAND
15. km 609 – km 607
16. km 591 – km 581+500 upstream BELENE ISLAND
17. km 577 – km 560 downstream BELENE ISLAND
18. km 548 – km 544 VARDIM ISLAND
19. km 540 – km 536
20. km 530 – km 524 BATIN ISLAND
21. km 524 – km 515
22. km 513 – km 504
23. km 490 – km 486+500 GIURGIU – ROUSSE
24. km 481 – km 478 ALEK ISLAND
25. km 477 – km 473 GOSTINU ISLAND
26. km 470 – km 467
27. km 467 – km 450
28. km 441 – km 435
29. km 429 – km 421
30. km 415 – km 410
31. km 409 – km 407
32. km 407 – km 402
33. km 395 – km 390
34. km 386 – km 382
35. km 376 – km 373

Part of the critical sectors are in Natura 2000 protected areas (SCI/SPA) both on the Romanian and Bulgarian bank. These areas will be identified by the EIA.

Natural resources to be used during the construction and the operation:

The materials to be used for the works are inert materials:

- unsorted rough stone;
- sorted rough stone of 50 – 100 kg;
- ballast;
- dredging materials;
- fascine mattresses;
- geo-textile;
- sand.

The main resource for the energy necessary for the works is diesel fuel.

Waist expected to be:

During the execution of the works the main volumes of waist are construction materials (crushed stone, ballast, sand, concrete, fascine, etc.) representing loses or surpluses.

According to the Waist European Catalogue are considered waists from constructions or demolishing (code 17.00.00) soil and excavated or dredged materials (code 17.05.00), in this category being included the soil and stones (code 17.05.01) and excavated or dredged materials (code 17.05.02).

Other waists specific to navigation activities will result (bilge waist and garbage).

No waist will result during the operation phase.

The project does not foresee the use of toxic or dangerous substances and will not produce such substances.

Having in view the above mentioned we would kindly ask you to support us by providing us the necessary procedure and to inform us about the local authorities which has to be notified about this investment.

Thank you for your collaboration.

Sincerely yours,

MINISTER

Ludovic ORBAN