



Ministry of Environment  
ROMANIA

No.: 9400/EGU/09.12.2009.

Ref.: Notification for the project „Transboundary Impact of The Development of Passenger River Transport between Romania and Bulgaria”.

Dear Ms. Karadjova,

We have the pleasure to address to you regarding the developing of the project „Transboundary Impact of The Development of Passenger River Transport between Romania and Bulgaria”, whose beneficiary is Calarasi County Council.

According to Article 3 of the Convention on Environmental Impact Assessment in a Transboundary Context, please find attached the Notification form for this project together with the Technical Memoire and the Cooperation Protocol between Romania and Bulgaria, on CD. Please note that the deadline for response is 15<sup>th</sup> of January 2010.

Please accept, dear Ms. Karadjova, the assurance of my highest consideration.

Elena Gabriela UDREA

MINISTER

Ms. Nona KARADJOVA  
Minister  
Ministry of Environment and Wate  
Republic of Bulgaria

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

<b>1. INFORMATION ON THE PROPOSED ACTIVITY</b>	
(i) Information on the nature of the proposed activity	
Type of activity proposed:	<p>Project Title:</p> <p><b>„TRANSBOUNDARY IMPACT OF THE DEVELOPMENT OF PASSENGER RIVER TRANSPORT BETWEEN ROMANIA AND BULGARIA”.</b></p> <p>“The feasibility study/technical report represents the purpose of the project “Danube – bridge between Romania – Bulgaria” implemented by Calarasi County Council through Phare CBC Romania – Bulgaria 2006 Programme.</p> <p>The development of such a project is provided in the Operational Programme for Transboundary Cooperation Romania- Bulgaria 2007-2013 which was subject to SEA.</p>
Is the proposed activity listed in Appendix I to the Convention?	No
Scope of proposed activity (e.g. main activity and any/all peripheral activities requiring assessment)	The proposed activity aims to develop passenger transport across the Danube river between Calarasi (Romania) and Silistra (Bulgaria) in order to improve the transport conditions between the two municipalities of the two countries.
Scale of proposed activity (e.g. size, production capacity, etc.)	<ul style="list-style-type: none"> <li>• 2 passenger ships</li> <li>• 20-30 persons per each ship</li> <li>• 2 round trips per day for each ship</li> <li>• The draft of the proposed ships is up to 1m for the line between Calarasi and Silistra and this means that no dragging works are needed on the existing waterway, the actual depth of the Danube river is ensuring the passage of the ships</li> <li>• Works in Calarasi port: construction of a vertical metallic quay at which a pontoon will reside.</li> <li>• Works in Chiciu mooring point – construction of an access dike and at the end of it a support structure for the gangway that connects the dike to the pontoon</li> <li>• Works in Silistra port – construction of a support structure for the gangway that connects the existing quay to the pontoon.</li> </ul>
Description of proposed activity (e.g. technology used):	<p>In order to achieve the proposed aim, there are necessary the following works:</p> <p>Calarasi mooring point in the upstream of the existing port, will be arranged on a total area of 640 square meters (500 square meters the gangway support and bits and the boundary of the access bridge and pontoon 140 sqm - pontoon arranged by filling tile and clothing).</p> <p>Mooring point Chiciu will be on the range of Cuza Voda village, on a platform equipped with international crossing point for cars Romania-Bulgaria.</p> <p>Total occupied area is 1340 sqm (500 sqm for dam construction and access to the pontoon bridge, 800 sqm and</p>

	<p>20 sqm dam building will be crossing point).</p> <p>Silistra mooring point is on the Bulgarian side in the existing port Silistra on existing quay and will occupy an area of 16 sqm for supporting the access bridge.</p>
Description of purpose of proposed activity:	<p>The purpose of the proposed activity is to reduce the gap between the two countries by:</p> <ul style="list-style-type: none"> <li>• Reducing the peripheral aspect of the border area</li> <li>• Economic, social and cultural growth of the communities in the area of interest</li> <li>• Enriching the transport infrastructure in the border region Calarasi – Silistra</li> <li>• Increased mobility and accessibility rates</li> </ul>
Rationale for proposed activity (e.g. socio-economic, physical geographic basis)	<p>This project is part of the Phare CBC Romania-Bulgaria 2006 Program that looks in improving the trans boundary cooperation between the two countries.</p>
Additional information/comments	-
(ii) Information on the spatial and temporal boundaries of the proposed activity	
Location:	<ul style="list-style-type: none"> <li>• Calarasi mooring point – Left bank of the Borcea arm (94+500km) in the Calarasi Port, Calarasi County, Romania.</li> <li>• Chiciu mooring point – Left bank of the Danube (375km), at the Border Police checkpoint, Cuza Voda village, Calarasi County, Romania.</li> </ul> <p>Silistra mooring point – Right bank of the Danube (375km) in Silistra Port, Silistra County, Bulgaria</p>
Description of the location (e.g. physical-geographic, socio-economic characteristics);	<ul style="list-style-type: none"> <li>• Calarasi mooring point is situated upstream of the Calarasi port, on a terrain that is under the administration of the National Administration of the Fluvial Danube.</li> <li>• Chiciu mooring point is located on a platform developed as an international vehicle crossing point RO-RO Romania – Bulgaria. The platform is propriety of the Calarasi County Council.</li> <li>• Silistra mooring point is located downstream of the Silistra port at an existing quay. During this time the port is undergoing the procedure of being given into administration to the Municipality of Silistra.</li> </ul>
Rationale for location of proposed activity (e.g. socio-economic, physical-geographic basis):	<p>The proposed project is part of the <i>Cooperation Protocol between Calarasi County and Municipality and Silistra municipality in order to develop the passenger river transport in the tranfrotier area Calarasi – Silistra.</i></p> <p><i>This Protocol will contribute to the encreasing mobility and accessibility of the persons and goods in the border area.</i></p> <p><i>This project is part of an integrated and coherent approach between Romania and Bulgaria and is correlated with previous implemented projects mentioned below:</i></p> <ul style="list-style-type: none"> <li>- Cross the border Calarasi-Silistra (PHARE CBC 2001)</li> <li>- Transboundary Tourism on the Lower Danube (PHARE CBC 2004)</li> <li>- Development of business infrastructure in the border area Calarasi-Silistra (PHARE CBC 2005)</li> </ul>
Time-frame for proposed activity (e.g.: start	Timing for construction works: 2010-2012

and duration of construction and operation)	
Maps and other pictorial documents connected with the information on the proposed activity	We sent you 4 location maps with the letter no. 7893/NN/17.09.2009
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>At the level of the feasibility study the effects foreseen are as follows:</p> <ul style="list-style-type: none"> <li>- water pollution will be produced thru the digging under the water level for the execution of the dike at Chiciu. This will determine the increase in the waters turbidity in the area by entraining the fine particles from the dredged materials. This type of pollution cannot be avoided but must be taken into consideration that is local, not permanent and has reduced side effects.</li> <li>- during the execution period there will be an impact on the aquatic life thru the digging (water turbidity) and machines (noise level higher than usual).</li> </ul> <p>The implementation of the project will not generate pollution that will affect the land and aquatic ecosystems.</p>
Expected environmental impacts of proposed activity (e.g. types, locations, magnitudes):	<p>Overall project creates no noticeable negative effects on the environment.</p> <p>The proposed hydro works do not have effects on the hydraulics and river morphology.</p> <p>The foreseen impact on air and soil is limited to the construction period.</p> <p>For the operation period, there is no impact of noise on air.</p> <p>Waste waters (liquids), especially those that contain hydrocarbons will be collected by a special boat (DEPOL ship) which will purify pollutants in the sense of material separation. Separated materials - oil, hydrocarbons - will be stored in metal drums during the transportation to special installations in the territory. Also the pontoons will be equipped with mini water treatment plants.</p> <p>Typically, construction activities are not polluting groundwater.</p> <p>Designed works (filling of earth or stone, ballast, ripraps, etc.) use inert materials, non-hazardous in terms of pollution.</p> <p>The designed works are executed on dry land, outside the riverbed or in on the bed (the dike at Chiciu). The impact of this dike doesn't modify the flowing regime of the water in that area.</p> <p>An imminent pollution of the water will be produced thru the digging under the water level for the execution of the dike. This will determine the increase in the waters turbidity in the area by entraining the fine particles from the dredged materials. This type of pollution cannot be avoided but must be taken into consideration that is local, not permanent and reduced side effects.</p> <p>The existing works assure an appropriate protection for the soil, including the case of an accidental spill of a pollutant substance.</p> <p>The slopes of the dike will be protected by an anti erosion coat (geo grill).</p> <p>During the execution period there will be an impact on the</p>

	<p>aquatic life thru the digging (water turbidity) and machines (noise level higher than usual). The implementation of the project will not generate pollution that will affect the land and aquatic ecosystems. During the execution, the measures taken to protect the water and soil and subsoil will lead to the protection of the land and aquatic ecosystems.</p> <p>The waste that will come from the sites will be construction waste type: earth and stone, ballast. These will be disposed of properly or if needed used in fillings.</p>
<p>Inputs (e.g. raw material, power sources, etc.)</p>	<ul style="list-style-type: none"> <li>• Metal</li> <li>• Concrete</li> <li>• Earth/stone filling</li> <li>• Ballast</li> </ul>
<p>Outputs (e.g. amounts and types of: discharges in air, discharges into the water system, solid waste)</p>	<p>Waste waters (liquids), especially those that contain hydrocarbons will be collected by a special boat (DEPOL ship) which will purify pollutants in the sense of material separation.</p> <p>The only air pollution source is the burning of fuels in the engines of ships (CO, NO<sub>x</sub>, SO<sub>2</sub>, etc.). The maximum concentration of polluted substances in the air will not overcome the MAC values (Maximum Admitted Concentration)</p> <p>Waste arising during transshipment are household type and are discharged in Calarasi and Chiciu mooring points, being taken by the specialized firms for disposal. Waste arising during the organization construction is collected separately by the manufacturer and removed by specialized companies for recovery or disposal.</p> <p>Equipment activity, heavy transport machine circulation, etc, all of these have a noise impact. At the limits of the site the noise levels are inferior but close to (Leq) 65dB(A), acceptable levels as in the standards.</p>
<p>Transboundary impacts (e.g. types, locations, magnitudes):</p>	<p>We do not consider that there are significant transboundary effects of the implementation of this project.</p>
<p>Proposed mitigation measures (e.g. if known, mitigation measures to prevent, eliminate, minimize, compensate for environmental effects):</p>	<p>Measures to mitigate significant environmental impacts due to project implementation are:</p> <ul style="list-style-type: none"> <li>- Supervising the operating works in compliance with measures to limit the negative impacts and those that are included in the Environmental Management Plan</li> </ul> <p><b>Measures to prevent accidents during execution period</b></p> <ul style="list-style-type: none"> <li>- checking the normal period, electrical installations, compressed air, oxygen bottles or other containers of explosives, flammable, toxic and dangerous.</li> <li>- verification of entry into work, particularly the resumption of weekly to support the excavations, scaffolding or other support to defense to shore.</li> <li>- establishment of fences, signs and other warnings to delineate areas of work.</li> </ul>

	<p><b>Measures to prevent accidents during the operation</b></p> <ul style="list-style-type: none"> <li>- development work in strict accordance with the documentation and specifications, providing technical and geometric elements of the building.</li> <li>- visible signs of working points.</li> </ul>
Additional information/comments	-
(iv) Proponent/developer:	
Name, address, telephone and fax numbers	Calarasi County Council, Street 1 December 1918, number 1, tel/fax: +40242 314 623
(v) EIA documentation	
Is the EIA documentation (e.g. EIA report or EIS) included in the notification?	The present notification is accompanied by the Technical Report of the project.
If no/partially, description of additional documentation to be forwarded and (approximate) date(s) when documentation will be available	-
Additional information/comments	<p>Attached document to the present notification:</p> <ul style="list-style-type: none"> <li>- The Cooperation Protocol between Calarasi County, Calarasi Municipality from Romania and Silistra Municipality from Bulgaria in order to develop the passenger river transport in the transboundary area Calarasi-Silistra, signed in Calarasi on 20.10.2008 (Bulgarian language)</li> </ul>
<b>2. POINTS OF CONTACT</b>	
(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	Ministry of Environment and Water
List of affected parties to which notification is being sent	Republic of Bulgaria
(ii) Points of contact for the Party of origin	
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 BLvd . Libertatii, nr.12, sect 5 Bucharest ROMANIA Tel 021 316 02 15</p> <p>Focal point Espoo: Ms. Daniela PINETA Tel.: 021/316 61 54 Fax: 021/316 04 21 e-mail : <a href="mailto:pineta.daniela@mmediu.ro">pineta.daniela@mmediu.ro</a></p>
Decision making authority if different than authority responsible for coordination activities relating to the EIA Name, address, tel and fax numbers	<p>Yes Decision making authority is EPA Calarasi Chiciu Street , Calarasi city, Calarasi county Director coordonator: Mr. Ion CIOFU Tel./ fax: 0242 311 926; 0242 315 035; 0746 248 675</p> <p>Authority responsible for coordination activities relating to the EIA is: Ministry of Environment</p>

	Blvd . Libertatii, nr.12, sect 5 Bucharest ROMANIA Tel 021 316 02 15 Fax 021 316 04 21
<b>3. INFORMATION ON THE EIA PROCESS IN THE COUNTRY WHERE THE PROPOSED ACTIVITY IS LOCATED</b>	
(i) Information on the EIA process that will be applied to the proposed activity	
Time schedule:	2010
Opportunities for the affected party/parties to be involved in the EIA process	Pending on the Bulgarian answer to this notification.
Opportunities for the affected party/parties to review and comment on the notification and the EIA documentation	Comments on the notification are welcome.
Nature and timing of the possible decision:	2010 , the possible decision is the environmental agreement for the project.
Process for approval of the proposed activity	The approval process is: - submission of the application for the environmental agreement, to EPA Calarasi – August 2009 - site/locasion visit – August 2009 - agreement with the Bulgarian party on the likley significant transboundary effects; - finalization of the procedure according to the national in force legislation.
Additional information/comments	-
<b>4. INFORMATION ON THE PUBLIC PARTICIPATION PROCESS IN THE COUNTRY OF ORIGIN</b>	
Public participation procedures	<ul style="list-style-type: none"> <li>- The public participation procedure has begun by publication of an announcement in the local newspaper "Observatorul de Calarasi " – August 27 2009 - about the submission of the application for the environmental agreement on this project.</li> <li>- Pending on the Bulgarian implication, a public debate may be organized for the Bulgarian side.</li> </ul>
Expected start and duration of public consultation	Public consultation will be finalized in 2010.
Additional information/comments	
<b>5. DEADLINE FOR RESPONSE</b>	
Date	15 <sup>th</sup> of January 2010