



**GOVERNMENT OF ROMANIA
MINISTRY OF ENVIRONMENT AND FORESTS**

Cabinet of the Minister

No.: 5775 /RP/ 06-A-2012

Ref: Notification for investment proposal **“Rehabilitation and modernization of the water transport infrastructure in the ports outside Ten-T network - Bechet Port”**, Bechet locality, Dolj county, Romania.

Dear Ms. Karadjova,

Please receive the Notification according to Article 3 of the Convention on environmental impact assessment in a transboundary context, for the project **“Rehabilitation and modernization of the water transport infrastructure in the ports outside Ten-T network - Bechet Port”**, Bechet locality, Dolj county, Romania.

With regard to the above, we will expect the Bulgarian answer to the Notification on 5th of December 2012.

We attach a CD that includes the Notification, the presentation memorandum and a map with the project location.

Please accept, dear Minister, the assurance of my highest consideration and esteem.

Yours sincerely,

Rovana PLUMB

MINISTER



Ms. Nona KARADJOVA

Minister

Ministry of Environment and Water, Republic of Bulgaria

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

1. INFORMATION ON THE PROPOSED ACTIVITY	
(i) Information on the nature of the proposed activity	
Type of activity proposed:	
Is the proposed activity listed in Appendix I to the Convention?	Yes, point 9 – <i>Commercial ports and inland waterways and river ports allowing the passage of the ships over 1,350 tons.</i>
Scope of proposed activity (e.g. main activity and any/all peripheral activities requiring assessment)	<p>The scope of this project consists in the rehabilitation of the infrastructure of Bechet port and bringing this port to the functional-technical parameters of other ports in the European Union member-states. The port and commercial activities in the area will be re-launched, thus contributing to the regional development.</p> <p>After the execution of the works proposed in this documentation, Bechet port will have a total vertical mooring front of 260.00 m, formed of the following berths:</p> <ul style="list-style-type: none"> - upstream berth (item 1) L = 130.00 m; - downstream berth (item 2) L = 130.00 m.
Scale of proposed activity (e.g. size, production capacity, etc.)	<p>The solutions proposed in this documentation for the rehabilitation and modernization of the port infrastructure of the Bechet port are the following:</p> <p><i>Item 1</i>: vertical quay type mooring berth, at the upstream boundary of the berthing front, l = 130.00 m;</p> <p><i>Item 2</i>: vertical quay type mooring berth, at the downstream boundary of the mooring front, in the area of the existing vertical quay, founded on reinforced concrete precast piles, l = 130.00 m; The length of the bank sector subject to this presentation is formed of the items 1 + 2 and has a total length of L = 260.00 m.</p> <p>Two options for the constructive solution have been studied, as follows:</p> <p>Option 1 – vertical quay founded on steel sheet piles both at the upstream mooring berth- Item 1 and at the downstream mooring berth- Item 2.</p> <p>Option 2 – mixed mooring quay formed of rubble stone protection laid over the existing pitched quay, having a vertical quay made of reinforced concrete angle wall, up to the crown +7.30 local low water.</p> <p>Three access ramps to the designed port platforms have been envisaged. Their total length is 75.00 m.</p> <p>Gutters for draining the water on the designed platforms, having a total length of 305.00 m, 2 grease separators and the metal pipe for draining the water after decantation, with a total length of 53.00 m have also been provided.</p> <p>The final solution proposed is the one in <u>option 1</u>, namely: <i>vertical quay founded on steel sheet piles.</i></p> <p>Functionally, both berths serve the same purpose, namely ship mooring with a view to performing the freight loading/unloading operations. The river ships that will be able to moor at the designed quays are the barges of maximum 2000 tdw.</p>
Description of proposed activity (e.g. technology used):	<p>The constructive solutions are the same for both upstream and downstream berths for both items forming the investment:</p> <ul style="list-style-type: none"> -the „Larsen 607 n” type wall of sheet piles; -reinforced concrete crown, at 7.30 m local low water, at the offshore steel sheet pile wall -„Larsen 604” type sheet piles, for the execution of the sheet pile wall for fixing the onshore anchors , H = 6.00 m;

	<ul style="list-style-type: none"> -anchors made of metallic tie rods; -rubble stone filling reinforced with geogrids, between the offshore sheet pile wall and the onshore wall; -platform with ordinary macadam coating; -filling of 50 - 150 kg/pcs rubble stone between the offshore sheet pile wall and the existing work or land; -filling with compacted local material; -trapezoidal ditch for draining the water from the designed platform; -grease separators, at the ends of the water draining ditches, at both upstream (item 1) and downstream (item 2) quays, where the water settles and then flows into the Danube, cleaned of impurities by means of the buried metal pipes; -dampers of rubber rolls with the length of 2.00 and 4.00 m, arranged on wooden fenders; -bollards located on the crown of the offshore sheet pile wall, about 20.00 m far along the two upstream (item 1) and downstream (item 2) quays; -access stairs to the offshore sheet pile wall, 3 pieces for each of the two designed quays; -access ramps to the platform of the two designed quays, two at the upstream quay (item 1) and one at the downstream quay (item 2).
Description of purpose of proposed activity:	<p>The river navigation at the level of this country requires an appropriate infrastructure. The removal of obstacles and disruptions in the transport network must be a component of the policy on Trans-European Transport networks. Moreover, the European Commission aims at developing the perspectives for a legal framework harmonized for the river navigation in Europe.</p> <p>Considering the current condition of the Bechet port infrastructure and the policy of Romania, in accordance with the European Union policy on transport development, the investment "Rehabilitation and modernization of the water transport infrastructure outside TEN-T network – Bechet Port" is needed and advisable both in point of the legislation and due to the degradation of the existing port infrastructure.</p> <p>By rehabilitating the infrastructure of Bechet port and bringing this port to the functional-technical parameters of other ports in the European Union member-states, the port and commercial activities in the area will be re-launched, thus contributing to the regional development.</p> <p>The construction camp shall be located in the central area of the port platform between the two designed berths.</p> <p>During construction, a special importance shall be paid to the navigation signalling in order to prevent the occurrence of accidents in navigation.</p> <p>The construction and transport ships will be under the incidence of the provisions of the „The Danube navigation regulation in the Romanian sector”, a regulation approved by the order of the Ministry of Transports no. 494 of 4 September 1992.</p> <p>Premises for the diversification of the port activity are created after the port development as a result of the execution of the works envisaged in this documentation.</p> <p>The port operators who will carry out their activity on the port platform must comply with the conditions imposed by the safety under operation for the infrastructure works made available by CN APDF SA Giurgiu. It is forbidden to store heavy freight near the crown and to locate it in the area of the quay equipment.</p>
Rationale for proposed activity (e.g. socio-economic, physical geographic basis)	<p>Bechet port is a river port and a border crossing point (PTF), Bechet - Oreahovo, equipped with all the facilities needed for the specific Danube crossing activity, with heavy freight and passenger vehicles.</p>
Additional information/comments	-

(ii) Information on the spatial and temporal boundaries of the proposed activity	
Location:	
Description of the location (e.g. physical-geographic, socio-economic characteristics);	<p>Bechet is a town from the Dolj county, Oltenia, Romania. It lies in the southern part of the county. It is one of the two Danube ports in Dolj county, together with Calafat. There is a border crossing point to Bulgaria. The ferry crossing is between Bechet and the Bulgarian town Rahova.</p> <p>Bechet town lies 67 km far from Craiova, 45 km far from Corabia and 95 km far from Calafat.</p> <p>Sofia and Greece may easily be reached from Bechet port, as this is one of the favourite routes of most carriers, as well as of the travel agencies to transit Bulgaria and head to Greece or Turkey.</p> <p>Bechet port lies in front of the kilometre 679 of the Danube river, on its left side, and the port road lies between the kilometres 678 -681 of the Danube river.</p> <p>The distance from the work location up to the Bulgarian bank, estimated at 700 m (which is in fact the Danube river width) is considered to be enough for the riparian population and the environmental factors from Bulgaria, Oreohovo locality respectively should not be affected by the construction.</p> <p>Moreover, the distance estimated at the boundary of Becht port location up to the border defined by the Danube river is about 300 m.</p> <p>Bechet port lies partly on the territory of Natura 2000 sites ROSCI0045 Jiu Corridor and ROSPA0023 Jiu – Danube Confluence.</p> <p>Geologically, the location site in the area of Bechet port is characterized by the following land stratification:</p> <ul style="list-style-type: none"> • silty sands and silty clays up to ~-3.50 m low water level Bechet; • sand and gravel under the level -3.50. <p>Bechet town lies in the temperature-continental zone, receiving the influence of the excessive continental climate characterized by frosty winters with temperatures between - 15 and -30 degrees Celsius and summers with temperatures rising up to 35-40 degrees Celsius. The annual average temperature is >15°C.</p> <p>The Danube as an international and navigable river, is a waterway subject to restrictions imposed by international agreements regarding both the water quality and the distribution of the liquid stock between riparians, the floodability conditions and the maintenance of the navigability conditions.</p> <p>In the site ROSCI0045 Jiu Corridor, the total surface area estimated to be taken by the existing hydrotechnical works in Bechet port covers about 12,092 sq.m (respectively 1.2092 ha which is about 0.0017% of the total site's area).</p> <p>In the site ROSPA0023 Jiu – Danube Confluence, the total surface area estimated to be taken by the existing hydrotechnical works in Bechet port covers about 12,092 sq.m (respectively 1.2092 ha which is about 0.0061% of the total site's area).</p>
Rationale for location of proposed activity (e.g. socio-economic, physical-geographic basis):	<p>The location on which the works for the modernization and rehabilitation of the Bechet port are to be performed has the current destination of river port.</p> <p>The proposed works will not cover additional land areas neither in the port area nor in its adjacent areas. The works will be performed on the old location.</p>
Time-frame for proposed activity (e.g.: start and duration of construction and operation)	The project start period is estimated for 2014. The construction period is anticipated to about 1.5 years.
Maps and other pictorial documents connected with the information on the	See the attached drawings

proposed activity	
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>The present assessment is developed for the facilities and activities included in the project;</p> <ul style="list-style-type: none"> • The assessment will identify the impact of all the components of project, as well as of all activities typical of the system during its construction, operation, maintenance and decommissioning of the project; • Cases of accidents and emergency situations will also be considered; • A qualitative and quantitative assessment of the potential impacts of the proposed alternatives and the sites for auxiliary facilities will be carried out. The cumulative impact of the whole project will be additionally identified and evaluated. <p>The study will evaluate also the potential indirect impact, taking into account the specifics of the receiving environment, as well as that of the planned facilities and the related activities.</p>
Expected environmental impacts of proposed activity (e.g. types, locations, magnitudes):	<p>At the stage of <u>construction</u>, the expected impacts are typical of the construction activities:</p> <ul style="list-style-type: none"> • Emissions of dust and harmful gases in the air due to excavation works and the traffic of construction machines; • Digging through riverbeds and protective dykes for riverbanks, additional accumulation of sediment materials in the riverbeds, temporary increase in turbidity of the river water; • Compaction of soils, degradation of soil quality and fertility, soil erosion, etc.; • Disturbance of the public calm (by noise and vibrations caused by construction activities and machines); • Possibility to hire local workforce and services. <p>No considerable environmental impacts are expected to occur at the stage of <u>operation of the system</u> after the construction.</p> <p>The works proposed within the rehabilitation project for Bechet port will affect no species or habitats, therefore no changes will occur in the structure and dynamics of the species identified in the protected areas Natura 2000 ROSCI0045 Jiu Corridor and ROSPA0023 Jiu – Danube Confluence. The proposed project has an insignificant negative impact on the species and habitats for which the area was designated a Natura 2000 site.</p>
Inputs (e.g. raw material, power sources, etc.)	<p>The raw materials and the materials used in the execution of works are as follows:</p> <ul style="list-style-type: none"> - Wood for formworks; - aggregates, sand, ballast, gravel; - soil for fillings; - cement, lime; - paint and thinners; - fuels and lubricants for equipment; - electric power for the equipment operation.
Outputs (e.g. amounts and types of: discharges in air, discharges into the water system, solid waste)	<p>The following will result from the development of the Bechet port:</p> <ul style="list-style-type: none"> - sludge from dredging works; - sludge from the domestic water treatment plants; - combustion gases from the equipment used in the work execution (NO_x, SO_x, soot, particulate matter). <p>Other waste types resulted from work execution:</p>

	<ul style="list-style-type: none"> - Domestic or associated waste; - paper, cardboard, etc; - wooden waste (sawdust, wood remains from land clearing, etc.); - glass waste; - plastic waste; - waste of metallic mixtures; - used oils, used tyres, used accumulators, oil filters; - contaminated textile waste; - packages from paints, thinners, etc; - medical waste.
<p>Transboundary impacts (e.g. types, locations, magnitudes):</p>	<p>The works for rehabilitating the Bechet Port may have a transboundary impact in point of the water quality of Danube river and in point of the surface water flow regime.</p> <p><i>In point of the water quality during the river engineering works, dredging works shall be performed in order to ensure the navigation depth. During the execution of those works, water will be disturbed, therefore the concentration of suspended solids will increase. If the suspended solids have a high concentration and persist by the extension of the operations, then the light intensity diminution may occur, being thus affected the photosynthesis processes specific to algae or to other aquatic organisms. Filling and stockpiling works for the dredged material are envisaged besides the dredging works. When filling is performed, the fine particles and the dust existing in the mass of the filling material will enter in suspension, contributing to the increase in the water turbidity of the port basin. The suspended particles may be resettled onto the bottom of the riverbed either by natural settlement or by choosing another place of settlement (they are mobile enough). The organic substances in the suspended material may absorb the oxygen available in the water and may temporarily create inappropriate living conditions for many aquatic animals. These effects are only local, on the short run (only during the execution of works) without affecting the quality of the Danube river.</i></p> <p><i>In point of the river flow regime, it will not be negatively affected during the execution of works and during operation. The developments envisaged for this complex arrangement are mostly performed. At present, they need restoration and refurbishment works where applicable.</i></p> <p>Based on the above-mentioned ones, it is anticipated that the works for the development of the Bechet port for navigation will have no negative effects on the water quality and on the flow regime on the Danube river and will not affect the population and the neighbouring areas.</p>
<p>Proposed mitigation measures (e.g. mitigation measures to prevent, eliminate, minimize, compensate for environmental effects):</p>	<p><u>WATER</u> <u>Construction period</u></p> <ul style="list-style-type: none"> - the reduction of the construction works and the efficient execution of the dredging works to reduce the impact of the works; - the platforms for the material deposits (aggregates, binders, and other types of materials) shall be closed or covered and provided with guard perimeter ditches eliminating the risk of spreading the fine particles in air, soil and water. The risk of the particles infiltration in the groundwater by means of rainwater, or by flowing into the Danube is eliminated. - The proper maintenance of equipment and the change of oil in special stations as oils and greases are very polluting. The fuels and chemical products must be

stored in tight cells.

Operation of the Bechet Port

- During the operation of the Bechet Port, the executed works do not imply the use of process water. Due to the rehabilitation of the collecting system of rainwater runoff on the port area and discharged into the sewerage system, the emissions of various pollutants in the water shall be reduced. When evaluating in the sewerage system, the water shall fulfil the quality conditions provided in NTPA 002/2002.
- the predicted increase in the water traffic shall not be a significant risk of pollution due to the bilge waters, ballast waters or waste on ships. According to the port regulations, the wastewater on board shall be taken by special technical ships of the port. Upon request, the bilge waters (mixture of water and hydrocarbons) are taken by a collecting ship and unloaded into the storage ship.

AIR

Construction period

- Use of new technology for the preparation of cement concrete and of the asphalt mixture;
- Fencing and/or covering the platforms for storing the fine materials;
- Periodical wetting of the stockpiles of fine particles;
- Provision of fuel tanks with closing system;
- materials, especially the fine particles shall be carried by vehicles provided with tarpaulins;
- regular revision of the equipment and vehicles with a view to reducing the burnt gas emissions to atmosphere.

Operation of the Bechet port

During the operation of the Bechet port, the only air pollution source is the gas coming from the ships and barges transiting the Danube. Regular revisions and maintenance under good running order should be undertaken for these ships and barges.

SOIL AND SUBSOIL

Construction period

- location of construction camps on concrete platforms;
- concrete platforms on which the construction camps should be located.
- arranging temporary waste storages on concrete platforms in order to prevent any type of substance leaks onto the soil;
- the fuel storage will be provided with a double coating and shall be located in a concrete space equipped with a collection gutter for the potential fuel leaks;

Operation of the Bechet port

- regular checking and current maintenance of storm water collection, treatment and disposal systems;
- regular checking of soil quality (especially for pH, heavy metal indicators) in the road area.

NOISE AND VIBRATION

Construction period

- use of modern working equipment with a view to ensuring a low level of noise and vibration;

- distribution of the activities within the construction site so that the noise level should be limited;
- service roads should be selected outside the settlements and if this is not possible the machinery travel speed should be limited so that the noise and vibration level should be as low as possible;
- it is forbidden to cross the protected areas and the part with heavy machinery.

Operation of the Bechet Port

By their static nature, the works to be performed generate noise and vibration. The only noise source is the one generated by the water traffic, but there are no previous data regarding the noise level produced under these situations, therefore no assessment may be done.

AQUATIC AND TERRESTRIAL ECOSYSTEMS

Construction period

- The prevention of the deterioration of the neighbouring areas in order to avoid losing and/or affecting the flora and fauna habitats;
- It is forbidden to use soil from other areas lest invasive species likely to damage the conservation value of the local ecosystems might be introduced;
- It is forbidden to carry out construction works in the riverbed of the hydrotechnical works during fish reproduction period (1 May - 31 August), as well as the works outside the nesting period (May- June);
- Wetting the service roads and the construction site platforms when the weather conditions are not favourable in order to reduce the emissions of particles to atmosphere;
- Restoring the affected habitats at the end of the construction;
- Storing the excavated soil, sterile soil and other materials at a distance that should not allow accidental spills into the Danube bed;
- Appropriate management of the equipment traffic, of the generated waste, of the storage of hydrocarbons and other toxic substances in the construction site area;

Operation of the Bechet Port

- The fish, amphibian and reptile species in the areas adjacent to works shall be protected by collecting and settling the storm water before discharge into the Danube river.

HUMAN SETTLEMENTS AND OBJECTIVES OF PUBLIC INTEREST

Construction period

The required measures for protecting the human settlements and the objectives of public interest in the work zone have been described above. The following measures are added to them:

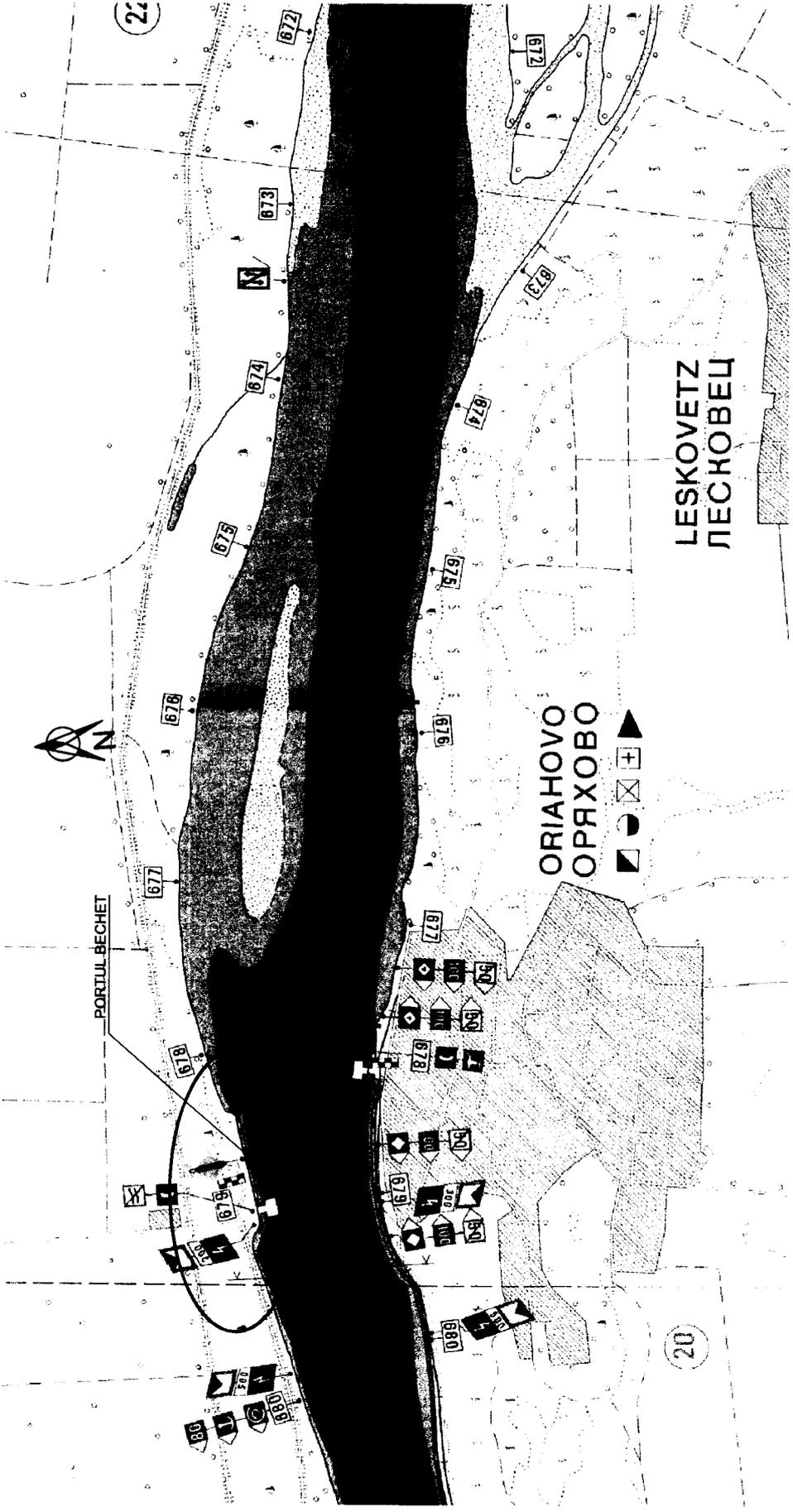
- Ensure the construction site signalling;
- Direct the traffic so that to ensure its flow in order to avoid the agglomeration of vehicles in the work zones;
- Ensure the lighting of works within the construction site lest the population and local traffic might be affected;
- Periodical clean the access roads;
- Provide the fire-fighting equipment required for response in case of fire.

Operation of the Bechet Port

- water supplies and toilets in port shall be subject to

	<p>public health regulation procedures;</p> <ul style="list-style-type: none"> - response programmes envisaging the measures to be taken, teams and equipment shall be prepared in case accidental spills of hazardous products occur.
Additional information/comments	-
(iv) Proponent/developer:	
Name, address, telephone and fax numbers	C.N Administratia Porturilor Dunarii Fluviale S.A. Giurgiu Giurgiu county, Giurgiu municipality, Soseaua Portului, nr.1, postal code 080011 Tel: 0246 213 003 Fax: 021 311 05 21
(v) EIA documentation	
Is the EIA documentation (e.g. EIA report or EIS) included in the notification?	The presentation report is included in the Notification.
If no/partially, description of additional documentation to be forwarded and (approximate) date(s) when documentation will be available	-
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 Water 22 Maria Louisa Blvd. 1000 Sofia Telephone: +359 2 988 25 77 Fax: +359 2 986 25 33</p> <p>Ms. Jacqueline METODIEVA Head of EIA/EAD Department Telephone: +359 2 940 60 32 E-mail: metodieva@moew.government.bg</p>
List of affected parties to which notification is being sent	
(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 and Forests Impact Assessment and Pollution Control Directorate 12, Libertatii Blvd, sector 5, Bucharest, Romania Tel: +4021 4089588; Fax: +4021 316 04 21 e-mail: octavian.patrascu@mmediu.ro</p>
Decision making authority if different than authority responsible for coordination activities relating to the EIA Name, address, tel and fax numbers	<p>Environmental Protection Agency Giurgiu București Road, Bl. 111, Sc. A+B, Giurgiu city, Giurgiu county, România Phone. +40246216980 Fax +40246211410</p>
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:	
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
Nature and timing of the possible decision:	Possible decision to be taken is environmental permitting for this project and building permit issuance in 2012

	this project and building permit issuance in 2012
Process for approval of the proposed activity	The proposed activity will be approved by construction authorization after the environmental agreement (final EIA decision) is issued by the environmental competent authorities.
Additional information/comments	-
4. INFORMATION ON THE PUBLIC PARTICIPATION PROCESS IN THE COUNTRY OF ORIGIN	
Public participation procedures	In accordance with Romanian legislation, public participation during the procedure: public hearing with minimum 20 working days access to the EIA documentation and an opportunity for submitting comments in writing before and during public debate.
Expected start and duration of public consultation	We mention the fact that, in accordance with the Presentation Memorandum from Analysis of the Impact over the environment factors, it can be concluded that the Project proposed will generate a low-impact over the environment. If the preparation of the EIA Report is required, the announcement of public debate is at least 20 working days before. Transboundary public consultation, the project will be agreed with the environmental authorities of Bulgaria, after confirming their participation in the proceedings of their involvement in the procedure.
Additional information/comments	
5. DEADLINE FOR RESPONSE	
Date	05.12.2012



BENEFICIAR:		C.N. A.P.D.F. - S.A. GIURGIU		C. nr. 1671 / 351 / 2012	
PROIECTANT:		S.C. TRANSPROIECT 2001 S.A.		Faza: Reactualizare SF	
PROIECTAT	Ing. C. POPESCU	Scara:		Cod plan:	
DESENAT	Ing. C. POPESCU	1:25000		Nr. plan: 1	
VERIFICAT	Ing. C. PALAN	Data:		Nr. inreg.	
SEF PROIECT	Ing. C. POPESCU	2012			
APROBAT	Ing. N. POPESCU				
REABILITAREA SI MODERNIZAREA INFRASTRUCTURII DE TRANSPORT NAVAL IN PORTURILE DIN AFARA RETELEI TEN-T PORT BECHET				PLAN DE AMPLASARE IN ZONA	