“Navigability – a key issue in the European Union Strategy for the Danube Region“
Danube river – the core element of the Danube Strategy

- Length – 2,912 km
- Bulgarian part of the Danube river – 471 km
- European importance – Trans European Transport Corridor VII and part of Waterway axis Rhine/Meuse-Main-Danube
- Bridges over the river – 109
- For Bulgaria and Romania - 1 operative (Ruse-Gurgevo) and 1 under construction Vidin-Kalafat (2012)
- By 2020 two new bridges are foreseen to be constructed: Silistra-Kalarash and Oriahovo-Beket
- No high standard motorways and high-speed roads on the Danube region
Danube Strategy – macro regional strategy – new approach for development of the region

• Adopted during the Hungarian Presidency of EU – 24 June 2011
• 14 countries participate – 8 member states and 6 non member states
• 4 pillars – connectivity, environment, building prosperity, strengthening
• 11 priority areas adopted with the Action plan – 2 country coordinators per priority area

• Targets that are proposed and agreed by The steering Group of Priority Area 1A “To improve mobility and multimodality/inland waterways” are:
  • “Increase the cargo transport on the river by 20% by 2020 compared to 2010”.
  • “Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015”
  • “Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020”.
  • “Implement harmonized River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015”.
  • “Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures”.
The Danube River itself is a major TEN-T Corridor VII. However, it is used way below its full capacity

- Freight transport on the Danube is only 10%-20% of that on Rhine. There is particular need for greater multimodality, better interconnection with other river basins.

- The river basin has much potential for sustainable inland navigation, and the river is central. This needs improvements in management, equipment and availability of qualified staff.

- The physical capacity of the Danube and its tributaries should be improved, and existing bottlenecks removed, to ensure the proper level of navigability.

- Road, rail and air infrastructure is often inefficient or simply missing, especially cross-border connections.
Bulgarian vision in the framework of Priority area 1A – reaching the target “Increase the cargo transport on the river by 20% by 2020 “

- This vision has been integrated into complex projects on trans-European transport corridors - № 7, № 4, № 10 and № 9
Connectivity
The common Bulgarian-Romanian section of the Danube river is 471 km. This section of the river is one of the most well-preserved natural sectors and is characterized by great water-bed width, shallows, numerous islands, and intensive morphological processes.

Characteristics for the common section:

- Considerable seasonal water level variation is also observed (about 8 metres)
- The water quantities in the upper Bulgarian-Romanian section are directly dependent upon the operation of the Iron Gates I and II hydro-technical facilities during periods of low and medium water levels
- Operation of the facilities also affects the annual volume of sediment discharge.
- The reduced water flow and decrease in suspended sediments lead to an increased erosion capacity and a negative effect upon the banks and riverbed.
- A lasting decline in water levels is observed in the section maintained by Bulgaria, which has a direct negative impact on navigational conditions.
The great change of river sediments in shoal sections and the critically low water levels in 2011 lead to a frequent fairway alteration.

The absence of building facilities improving river navigation additionally encumbers activities on provisioning the recommended fairway parameters and navigational safety.
The common Bulgarian-Romanian section of the Danube is one of the best preserved natural areas and is characterized by dynamic morphological processes, a large width of the river bottom and numerous island formations. These specific characteristics and the lack of engineering measures during the years determine the formation of many critical areas that impede navigation in periods of low water levels. At the same time in the Bulgarian side of this area are identified a total of 45 protected areas included in the Natura 2000 network

- **29 protected areas for protection of natural habitats and wild fauna and flora**

- **16 areas for the protection of wild birds**
Bulgarian actions on (TEN-T priority project № 18 - Waterway axis Rhine/Meuse-Main-Danube)

- Improving navigability in the common Bulgarian-Romanian section of the Danube River
- Establishment of River Information Services System in the Bulgarian part of Danube River (BulRIS)
- „IRIS Europe II-2008-EU-700000-S“ – TEN-T Project
- Improvement of the Systems for Navigation and Topo-hydrographic measurements on the Danube River
- Danube WATER integrated management (WATER)
Navigability

Shipping on inland waterways is both opportunity and challenge. Together with road and rail transport, it is essential for transporting goods in Europe, and therefore the EU transport policy pays particular importance to it as an economical, safe, environmentally friendly and energy efficient way of transport.
In order to unlock its full potential, it is necessary:

• to eliminate existing infrastructure problems such as this should not come at the expense of the environment;

• should be followed an integrated and sustainable approach to implementation of all activities;

• should be treated as a comprehensive system in which each element is directly dependent on the others;

• environmental aspects should be integrated from the very beginning of the project, in its planning process, and also be strictly complied with the existing environmental legislation;
Some of the measures that improve navigation conditions and at the same time have a positive effect on the environment:

- Construction of chevrons. Chevrons are particularly useful for reduction of spot sedimentation in the riverbed and help reduce the maintenance dredging;

- Dredging;

- Limit the erosion;
Ensuring of the navigation conditions is an essential element and a prerequisite for the sustainability of inland waterway transport, but it could not be achieved without consistent and integrated measures designed to prevent possible negative impacts on the environment and which may even have a positive environmental effect. This confirms the complexity of achieving a sustainable shipping. That is really a challenge, but at the same time, taking into account the indisputable advantages of inland waterway transport it is a good possibility that is reasonably a priority for EU transport policy and must be implemented.
Example for a project:

“Development of Pan European corridor VII through improvement of the navigability on the Romanian – Bulgarian common sector of the Danube river, modernization of the port infrastructure, promotion of the intermodal transport, surrounding infrastructure and development of the information systems using Connecting Europe Facility”
**ROADMAP FOR AN ACTION**

**Milestone №1:** Identify the possible common interventions for implementation of the projects

- **Work:** To identify the possible common interventions and start discussion to organize the strategy for their implementation. Short-term – till 2020, mid-term – till 2030; long-term – till 2050

- **Possible actions:**
  - Interministerial committee to be set up between the Countries involved – possible September 2012 (Bulgaria and Romania)
  - Both countries to indentify a project list with the possible projects to be developed according to their readiness as list of projects to be prepared and implemented till 2020; till 2030; till 2050 – deadline April 2012:
    - **possible project actions:**
      - *Improvement of the navigability of the Danube River;*
      - *Upgrading, modernization and development of port infrastructure*
      - *Construction of Intermodal Terminals;*
      - *Construction, reconstruction and modernization of ferry links;*
      - *Construction of new bridges (Oriahovo- Beket; Silistra- Kalarash) and upgrading the existing bridge over the Danube River;*
ROADMAP FOR AN ACTION
Milestone №1: Identify the possible common interventions for implementation of the projects(2)

- The projects to be submitted to the PACs of Priority Area 1.a. and 1.b. and discussed during the next Steering Group meeting (1.a. 3-4 of May)

- Letter of recommendation to be issued for the projects – possible deadline June 2012

- The projects to be included by each country in their National Strategies (National Strategic Framework and/or partnership agreements) or the National Operational Programmes for the next programming period

- Working groups to be set up between the Countries for the preparation of identified concrete project proposal – deadline July 2012;

- Present the project to all possible stakeholders

- Responsible: Romania and Bulgaria through the Interministerial Committee
ROADMAP FOR AN ACTION

Milestone №2: Identify the funding

- **Work**: To use the newly proposed financial instrument Connecting Europe Facility (CEF) for financing the project as Danube is a core network and Pan European corridor 7 (The CEF regulation is under discussion)

- Identify other sources of funding for those activities not eligible under CEF
- Analysis of the current situation and an estimated draft budget line to be prepared

- DG Move (TEN-T EA) – annual call for proposals 2011 to be considered - The budget for this Call is **€200 million under five specific priorities**.

- TA from different sector programs in the Countries involved for preparation of some concrete parts

- Responsible: national authorities responsible for projects implementation from Romania and Bulgaria which will report to the Interministerial Committee
ROADMAP FOR AN ACTION

Milestone №3: Prepare the project and identify the lots

- Work: Both countries will identify projects to be developed. To be based on the existing plans such as the proposed revised TEN-T guidelines. List of possible projects to be prepared and evaluated within the Interministerial committee. A common feasibility study is needed at least for the cross border sections.

- Possible actions for each identified concrete lot:
  - Identification of incomplete/obsolete areas
  - Preliminary studies
  - Feasibility studies
  - Additional analysis if required
  - Completion of option analysis description
  - Determination of unit costs/benefits
  - Incremental CBA
  - Sensitivity and risk analysis
  - SEA study if the case
  - EIA study
  - Preliminary design if not yet done
  - Design review
  - Preparation of EIA summary if necessary (Project Environmental Information report)
  - Preparation of financing application
ROADMAP FOR AN ACTION
Milestone №3: Prepare the project and identify the lots (2)

- Funding: TA from the TEN-T regulation or TA from OP “Transport”
- Deadline for the preparation of the identified concrete priority actions, that are going to be implemented till 2020 – 2012-2014
- Responsible: national authorities responsible for projects implementation from Romania and Bulgaria which will report to the Interministerial Committee
ROADMAP FOR AN ACTION

Milestone №4: Project implementation

- Work: To be discussed how the procurement schedule will be established.
- Possible Actions:
  - Procurement schedule
  - Preparation of tender dossier
  - Tendering and contracting
  - Contract management (incl claims and variations)
  - Financial monitoring
  - Supervision
  - Take over, project closure
- Funding: CEF/OP
- Deadline for the identified concrete priority actions, that are going to be implemented till 2020 - 2012-2020
- Responsible: national authorities responsible for projects implementation from Romania and Bulgaria which will report to the Interministerial Committee
Benefits and added value for the countries of the Danube macro-region

- Improving the transport connectivity and accessibility of the regions in the Danube macro-region;
- Expansion of economic and cultural cooperation within the macro-region;
- Joint resolution of issues of common interest including business issues as providing global access to the territory of the macro-regions and other EU regions (such as transport links, Baltic - Black Sea), the EU - Middle East (Asia);
- Implementation of a common policy on intermodal transportation and development of environmentally friendly forms of transport;
- Use of public-private partnership to develop new transport transitions on the Danube River between Bulgaria and Romania. For example, new ferry links and other bridges;
Thank you for your kind attention!

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