

Republic of Moldova has two free flow inland waterways (rivers Nistru and Prut) which are in accordance with the European Agreement on main domestic shipping routes of international importance, done at Geneva on 19 January 1996 (Decision Parliament nr.1431/24.12.97 ratifying the European Agreement on main domestic shipping routes of international importance, Official Gazette 5/17, 01.22.1998), classified as routes of international importance.

E 80-07 - River Prut, the estuary up to Ungheni (407.0 km);

E 90-03 - Dniester River from Belgorod-Dnestrovsk port (Ukraine) to the port of Bender (228 km), including 2 ports Moldovan international importance:

P 80-62 - Giurgiulesti port (133 km) as the port complex under construction on the Danube, and P 90 - 03 - 02 - port Bender (228.0 km) on the river Nistru.

Until the collapse of the USSR, central body of water transport (MOLDGLAVRECFLOT) was located in the city Bender. Transnistrian conflict that brought the most fleet and ports located on the Nistru currently under the jurisdiction of the Transnistrian regime. The above conditions have created the Fairway maintain inland waterways of the Republic of Moldova had been done at the appropriate level.

In 2005, in the agreement was concluded between Moldova and Romania on navigation on inland waterways of the Republic of Moldova and Romania. In 2006 bilateral agreement was concluded between the Government and the Cabinet of Ministers of Ukraine on navigation on inland waterways of Moldova and Ukraine, which allows Moldovan economic agents operating ships, to exploit the inland waterways of Ukraine and Romania.

Inland waterways of the Republic of Moldova is possible to transport goods through gaskets made of pusher craft and barges to load capacity to 1000 tons on the Dniester River and up to 600 tons on the river Prut.

In Moldova there is currently a seaport and 5 river ports and freight district:

1. Port International Free Port - the maritime sector of the Danube;
2. Giurgiulesti passenger port - the Prut River
3. Port Ungheni - located on the Prut river, administered by the State Enterprise "Ungheni Port River";
4. Port River Bender - the Dnestr river;
5. Port River Ribnita - the Dnestr river
6. District of goods Varna - the Dnestr river

Before the USSR inland waterway transportation of Nistru and Prut to 5 million. tonnes per year (4 million. tons - River and 1 million. tons - Prut).

Giurgiulesti Port Complex development creates prerequisites for the development of his part of the Prut river, which is a tributary of the Danube, for the transportation of goods transhipped from ships into the river, and goods transported directly through the inland waterway transport.

Given available to the Government for rehabilitation works of inland waterways of the Republic of Moldova and Moldova's internal needs (making construction and rehabilitation of national roads) was necessary use the Prut for transportation via inland waterway transport, directly in Romania in the first stage of criblurii until Cahul. Prut use for direct transportation via inland waterway transport is due to the fact that domestic shipping is the most economical advantageous and environmentally gentle.

In order to restore navigation on the river Prut (the first stage up to Cahul) no major investments are needed. At the moment Giurgiulesti - Cahul are five thresholds that need to be removed. The estimated cost of these works is - 5.00 million lei. Material extracted from specified thresholds can be used in construction; mines FAP will cost to maintain the navigable channel. Also use Prut for transporting goods from port Giurgiulesti will wear demine roads and will save some funds for repairing and maintaining roads considerable. Fairway maintenance will mines and flood risk to communities and agricultural land adjacent rivers, diminishing damage compensation costs incurred by the state budget (about 500 million USD for 2008 and 2010).

Noted that in areas adjacent Prut existing infrastructure works allows loading / unloading without making any investment.

Given the above, low cost investment in inland waterways restoration, fairway maintenance, repair current low cost means for performing floating and transporting cargo and expenditure compared to investments in infrastructure and other transport equipment show attractiveness and the need to develop inland waterway transport.