

BASIC PROJECT DATA			
<b>Full project title:</b>	<b>Improvement of the systems for navigation and topo-hydrographic measurements on the Danube River</b>		
<b>Short project title:</b> (acronym)	–	<b>Project logo:</b>	–
<b>Project website:</b>	–	<b>Project ID:</b>	PA1A013
<b>Need and added value for Danube Region Strategy:</b>	<p>One of the main activities of EAEMDR – Ruse is the maintenance of the fairway in the section from Somovit (rkm 610) to Silistra (rkm 375) with a total length of 235 rkm and the maintenance of the coastal (navigational) signalling on the Bulgarian bank in the entire common Bulgarian- Romanian section – from Timok river (rkm 845) to Silistra (rkm 375) with total length of 470 rkm. The Romanian side is responsible for the maintenance of the fairway in the section from Timok river to Somovit as well as the coastal signalling along the entire Romanian border. The maintenance of the waterway is carried out through installing floating navigational signals, which surround it and coastal navigational signals (situated on the riverside or on islands) which indicate dangers for navigation, conditions for access or denied access, manoeuvring or stay in the aquatory of the river out of the fairway or have indicative character.</p> <p>In the current moment the floating signals are controlled weekly and the changes, if necessary, are made every three days. These signals are not equipped with sensors and due to this fact it is not possible for the operative office of EAEMDR to control their location from distance in real time. It often happens that signals are replaced or lost, because of passing vessels (convoys). In this case the respective section will stay without signals until the next specialized vessel for maintenance of the waterway passes by which is unfavourable for the safety of navigation. In other cases the accumulators of the lighting signals are taken away without permission and thus the meaning of the floating signal changes. This is unfavourable for the safety of navigation as well.</p> <p>Fulfilling the project will result in attaining the levels of equipment available to the Romanian side, which will result in unified quality of measurements and proper marking of the Bulgarian-Romanian common sector which will definitely improve the safety of navigation.</p> <p>The measures for improvement of the systems for navigation are an important component for ensuring safety navigation along the Danube which is one of the priorities not only on national, but on international level as well.</p>		
<b>Objective(s) of project:</b>	<p>The general objective of the project is to ensure better conditions and safety navigation through improvement of the navigational systems and the topo-hydrographical measurements in the Bulgarian section of the Danube River. This will be achieved through the implementation of the following specific objectives:</p> <ul style="list-style-type: none"> <li>• Modernisation of the monitoring networks and the methods for collecting, processing and analysing of data for quantitative assessment of the Danube waters in compliance with the requirements of the WMO, The Danube River Protection Convention, Water Framework Directive and ICPDR.</li> <li>• Achievement of the international standards for implementation of topographic (geodetic) measurements, together with hydrological and hydrographical activities, necessary for studying of the changes in the inland waterways according to the requirements of the national legislation.</li> <li>• Unification and improvement of the quality of marking the navigational way along the common Romanian-Bulgarian section of the Danube River.</li> <li>• Decreasing the time for providing information to the stakeholders and</li> </ul>		

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	<p>improvement of the quality of the service.</p> <ul style="list-style-type: none"> <li>Rehabilitation and improvement of the basic infrastructure of the geodetic control network along the Danube River.</li> </ul>		
<b>Planned project activities:</b>	<p>The project activities are directly related to ensuring the safety and improving the navigational conditions in the Bulgarian section of the Danube river.</p> <p><u>Component 1</u> – Establishment of GPS geodetic control network on the Bulgarian bank of the Danube – it will serve as a basis for carrying out topo-hydrographic and hydrologic surveys in the common Bulgarian- Romanian section of the river. The control network will be also a basis for carrying out activities for construction of infrastructure in the river bed in the common section – construction facilities such as quay walls, bank strengthening and etc.</p> <p><u>Component 2</u> – Modernization of the floating and coastal signalling. - delivery of new floating and coastal signals, equipped with solar panels, GPS. Remote monitoring is also planned to be implemented through GSM modems and AIS transponders. Thus the position and the accurate functioning of the signals will be monitored from the office.</p> <p><u>Component 3</u> – Delivery of a specialized vessel for hydrographical surveys and automatic hydrometric and meteorological stations. The equipment will improve the quality of the surveying works in line with modern technologies for collecting and processing of such data. The density of the hydrometeorological network will be increased which will enable the timely delivery of comprehensive data on more river sectors.</p>		
<b>Transboundary impact:</b>	<p>The activities will improve the safety of the navigation along the joint Romanian-Bulgarian section of the Danube river so that this part of the Lower Danube will be directly affected.</p>		
<b>Project beneficiaries / target groups:</b>	<p>The project will benefit a wide range of stakeholders from different countries as shipping companies, skippers, transport and logistics companies etc.</p>		
<b>STATUS AND TIME FRAME</b>			
<b>Current project phase:</b> (please tick a box)	<p><input type="checkbox"/> Definition (e.g. project idea, abstract)</p> <p><input type="checkbox"/> Preparation (e.g. project proposal, feasibility study)</p> <p><input checked="" type="checkbox"/> Implementation</p> <p><input type="checkbox"/> Completion</p>		
<b>Start date:</b>	09/2012	<b>End date:</b>	09/2014
<b>Notes:</b>	–		
<b>PROJECT TEAM</b>			
<b>Project leader:</b>	Executive Agency for Exploration and Maintenance of the Danube River, Bulgaria		
<b>Project partner(s):</b>	–		
<b>Contact person:</b>	<b>Name:</b>	Pavlin Tsonev	
	<b>Organisation:</b>	Executive Agency for Exploration and Maintenance of the Danube River	
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FINANCING		
<b>Available:</b> (please tick a box)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Partly <input type="checkbox"/> No
<b>Total budget:</b>	5,755,612,71 EUR	
<b>Source(s) and amount (potential sources for project ideas):</b> (please tick a box and provide further info)	<input checked="" type="checkbox"/> National/regional funds:	863,341,91 EUR (15 % - State budget)
	<input checked="" type="checkbox"/> EU funds:	4,892,270,80 EUR (85 % - European Regional Development Fund)
	<input type="checkbox"/> IFI loans:	
	<input type="checkbox"/> Private funds:	
	<input type="checkbox"/> Other:	
PROJECT ENVIRONMENT		
<b>Project cross-reference:</b>	–	
<b>Cross-reference ID(s):</b>	–	
<b>Strategic reference:</b>	<p>The implementation of the project will significantly support the Bulgarian authorities in the process of adoption of the EU standards and will help for applying of the EU legislation in the field of inland waterway navigation management.</p> <p>It will increase the safety of the IWW and will support the implementation of the river basin management plans.</p> <p>Direct consequence of the project implementation is the harmonisation of the standards for surveys in Bulgaria and Romania.</p>	
<b>Relevant legislation:</b>	<ul style="list-style-type: none"> <li>• Recommendations of the Danube Commission (DC) and the European Commission for Economics with the UN (UN ECE) in the context of the Convention of the regime for navigation on the Danube River from 1948, Belgrade.</li> <li>• Agreement between the Governments of the Republic of Bulgaria and the Romanian Republic for maintenance and improvement of the fairway in the common Bulgarian-Romanian section of the Danube River, 1955</li> </ul>	
<b>Other:</b>	–	
EUSDR EMBEDDING		
<b>Relation to other Priority Areas of the Danube Region Strategy:</b>	<input checked="" type="checkbox"/> PA1b: To improve mobility and multimodality – Road, rail and air links <input type="checkbox"/> PA02: To encourage more sustainable energy	

(please tick a box)	<input type="checkbox"/> PA03: To promote culture and tourism, people and people contacts <input type="checkbox"/> PA04: To restore and maintain the quality of waters <input type="checkbox"/> PA05: To manage environmental risks <input type="checkbox"/> PA06: To preserve biodiversity, landscapes and the quality of air and soils <input type="checkbox"/> PA07: To develop the knowledge society through research, education and information technologies <input type="checkbox"/> PA08: To support the competitiveness of enterprises, including cluster development <input type="checkbox"/> PA09: To invest in people and skills <input type="checkbox"/> PA10: To step up institutional capacity and cooperation <input type="checkbox"/> PA11: To work together to promote security and tackle organised and serious crime
<b>EUSDR COMPLIANCE</b>	
<b>Compliance with targets of the Danube Region Strategy:</b> (please tick a box)	<input checked="" type="checkbox"/> Increase the cargo transport on the river by 20% by 2020 compared to 2010. <input checked="" type="checkbox"/> 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. <input type="checkbox"/> 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. <input type="checkbox"/> Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015. <input type="checkbox"/> 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.
<b>Compliance with actions of the Danube Region Strategy:</b> (please tick a box)	<input checked="" type="checkbox"/> To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way. <input type="checkbox"/> To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections. <input type="checkbox"/> To modernise the Danube fleet in order to improve environmental and economic performance. <input checked="" type="checkbox"/> To coordinate national transport policies in the field of navigation in the Danube basin. <input type="checkbox"/> To support Danube Commission in finalising the process of reviewing the Belgrade Convention. <input type="checkbox"/> To develop ports in the Danube river basin into multimodal logistics centres. <input checked="" type="checkbox"/> To improve comprehensive waterway management of the Danube and its tributaries. <input type="checkbox"/> To promote sustainable freight transport in the Danube Region.

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	<input type="checkbox"/> To implement harmonised River Information Services (RIS). <input type="checkbox"/> To invest in education and jobs in the Danube navigation sector.
<b>Affiliation to thematic working group of Priority Area 1a of the EUSDR:</b> (please tick a box)	<input checked="" type="checkbox"/> Waterway infrastructure and management <input type="checkbox"/> Ports and sustainable freight transport <input type="checkbox"/> Danube fleet <input type="checkbox"/> River Information Services <input type="checkbox"/> Education and jobs