

Joint Statement on Guiding Principles on the Development of Inland Navigation and Environmental Protection

Project Data Sheet

| BASIC PROJECT DATA | | | |
|--|--|----------------------|---|
| Full project title: | WIN-WIN SOLUTION TO PROTECT STURGEON SPECIES AND TO ENSURE NAVIGATION CONDITIONS ON BALA BRANCH VS. OLD DANUBE IN THE CONTEXT OF SUSTAINABLE DEVELOPMENT IN ROMANIA | | |
| Short project title: (acronym) | - | Project logo: | - |
| Project website: | | Project ID: | |
| Need and added value for Danube Region: | <p>The Danube sector between Calarasi and Braila (km 375-km 175) represents both the migration routes for sturgeon species and an important commercial navigation route, which ensures the connection between the Danube River, the Maritime Danube and the Danube–Black Sea Canal. The project investigates the Danube sector represented by the Old Danube between Km 348 and Km 343 and the Bala branch between Km 10 and Km 7.5. The Bala branch has a length of about 10 km, being formed near the town of Izvoarele (Constanța county), taking a substantial flow from the Old Danube and pouring it into the Borcea branch. In order to improve the navigation conditions, during the period 2011-2015, were performed hydrotechnical constructions on the above mentioned sector of the Danube River, respectively a bottom sill on the Bala branch and a guiding wall on the old Danube. The aim of these hydrotechnical constructions was to increase the water flow on the Old Danube for facilitating commercial navigation during drought periods and to shorten their route to the Black Sea, by more than 100 km.</p> <p>This project aims to determine the following aspects: to restore the natural evolution of the Bala Branch course based on interpreting the historical maps regarding the riverbed's dynamics and the further evolution of the hydrotechnical constructions' impact in the area of interest, ensuring also the continuity of sturgeon migration routes. The expected results may have a significant importance and practical value in what concerns the sustainable management of water courses (as geomorphological, geological, biological source, as a tendency of the riverbed evolution, etc.). These elements can contribute to the improvement of the strategies for sustainable use of these natural components. It is to mention that the results obtained under this project will be based mainly on measurements and direct in-situ determinations performed on long-term campaigns and will involve many data processing (bathymetric measurements for flow and velocities, topographic measurements, geo-electric measurements, manual drilling, multi-parameters for turbidity determination) and represent the base for developing the technical solution of water flow redistribution, in the favor of the Old Danube Branch, taking into account also the protection of sturgeon species existing in the area, and the continuity of their migration routes.</p> <p>Bala Branch is part of an area that over the time has been modified by hydrotechnical works performed both for extending the agricultural areas and for improving the navigation conditions. These modifications have influenced the hydromorphological characteristics (flow, water level, velocities, turbidity, etc.). for a better perspective of this sector, it is important a better understanding of the natural conditions of the River and its characteristics in various situations, especially in the context of anthropogenic modifications on the shores and on the riverbed, that have influenced and continue to influence the hydromorphology of the Bala Branch – Old Danube Branch area. The hydrotechnical works performed so far have not solved the problem of flow efficiency for naval transport and implicitly improvement of navigation conditions on the Lower Danube, but also the constructions made until now on the Bala Branch have not interrupted the sturgeon migration routes. In this situation it is necessary to find a technical</p> | | |

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| | <p>solution that may be applied, with concrete results for improving the navigation conditions on the Old Danube, with minimum impact on the environment, and especially on sturgeons by ensuring the continuity of their migration routes.</p> |
| <p>Objective(s) of project:</p> | <p>-Effectiveness of water flow redistribution for the naval transport and implicitly for improving the navigation conditions on the Lower Danube, concomitant with conserving and protecting the aquatic ecosystems, especially sturgeons.</p> <p>- Developing a physical model, tested in laboratory conditions and demonstrating the applicability of the technological solution through numerical modelling</p> <p>- Proposing a solution regarding the water flows redistribution in the area of bifurcation between Bala Branch and the Old Danube, in low and average water levels scenarios, by developing a guiding dyke located on the Old Danube, without affecting sturgeon species.</p> <p>- Tagging and monitoring sturgeon specimens in order to analyze their behavior and identify their migration routes</p> <p>- Developing a patent regarding the solution of water flows redistribution in the Bala Branch – Old Danube area.</p> |
| <p>Planned project activities:</p> | <p>- Analyzing the natural and anthropogenic factors that led to the current situation in the area of confluence of the Old Danube with the Bala Branch</p> <p>- Analyzing the natural evolution of the Bala Branch water course, quantifying the impact of the hydrotechnical works performed in the study area on the environment, and especially on sturgeon species in order to propose the best solutions for ensuring the continuity of their migration routes, identifying the areas susceptible of erosion processes through modifications of velocities and water currents directions</p> <p>- Assessing the shores' erosion and dynamics of clogging in the area of interest – analyzing the hydro-sedimentation and morphological dynamics of the Bala Branch</p> <p>- testing in laboratory conditions a solution of deflecting the naval traffic in situations in which are recorded low water levels on the Danube, based on hydrotechnical measurements performed by INCDPM in this area, and on the hydrologic parameters recorded in the area of Bala Branch and the Old Danube</p> |
| <p>Transboundary impact:</p> | <p>Considering that the Danube River represent the main waterway for Central and South-Eastern Europe, ensuring optimal navigation conditions is an essential aspect. In other words, the navigation conditions on the river influence the key industries such as construction and agriculture and supports regional development and economic growth in the riparian countries. Also, taking into account that currently on the Danube River exist 4 species of sturgeons, it is important to be developed a win-win solution both for improving the navigation conditions and protect these critical endangered species, by ensuring the continuity of their migration routes. By implementing the proposed project, in the area will be protected on one side the sturgeon species and on other side will be ensured navigation conditions on Bala branch vs. Old Danube region and will be facilitated commercial navigation during drought periods.</p> |
| <p>Project beneficiaries / target groups:</p> | <p>The main beneficiaries of the project results are the Ministry of Research and Innovation of Romania and the Ministry of Environment of Romania.</p> |

Project Data Sheet

| STATUS AND TIME FRAME | | | |
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| Current project phase: (please tick a box) | <input type="checkbox"/> Definition (e.g. project idea, abstract) | | |
| | <input type="checkbox"/> Preparation (e.g. project proposal, feasibility study) | | |
| | <input checked="" type="checkbox"/> Implementation | | |
| | <input type="checkbox"/> Completion | | |
| Start date: | 14.02.2019 | End date: | 31.12.2022 |
| Notes: | [Any important information on status and time frame of the project, e.g. delays] | | |

Project Data Sheet

| PROJECT TEAM | | | | | | | | | | | | | |
|--|---|--|--|------------------------------------|---|-------------------------------------|--|---|------------------------------------|---------------------------------|------------------------------------|-----------------|----------------------|
| Project leader: | National Institute for Research and Development in Environmental Protection / Romania | | | | | | | | | | | | |
| Project partner(s): | - | | | | | | | | | | | | |
| Contact person: | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="background-color: #e0e0e0;">Name:</td> <td>DEÁK György</td> </tr> <tr> <td style="background-color: #e0e0e0;">Organisation:</td> <td>[National Institute for Research and Development in Environmental Protection Bucharest]</td> </tr> <tr> <td style="background-color: #e0e0e0;">Address:</td> <td>Splaiul Independentei, 294, Sector 6, Bucharest, Romania</td> </tr> <tr> <td style="background-color: #e0e0e0;">Phone:</td> <td>+40 (0)21 305 26 00</td> </tr> <tr> <td style="background-color: #e0e0e0;">E-Mail:</td> <td>incdpm@incdpm.ro</td> </tr> <tr> <td style="background-color: #e0e0e0;">Website:</td> <td>http://www.incdpm.ro</td> </tr> </table> | Name: | DEÁK György | Organisation: | [National Institute for Research and Development in Environmental Protection Bucharest] | Address: | Splaiul Independentei, 294, Sector 6, Bucharest, Romania | Phone: | +40 (0)21 305 26 00 | E-Mail: | incdpm@incdpm.ro | Website: | http://www.incdpm.ro |
| Name: | DEÁK György | | | | | | | | | | | | |
| Organisation: | [National Institute for Research and Development in Environmental Protection Bucharest] | | | | | | | | | | | | |
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| Phone: | +40 (0)21 305 26 00 | | | | | | | | | | | | |
| E-Mail: | incdpm@incdpm.ro | | | | | | | | | | | | |
| Website: | http://www.incdpm.ro | | | | | | | | | | | | |
| FINANCING | | | | | | | | | | | | | |
| Available: (please tick a box) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partly <input type="checkbox"/> No | | | | | | | | | | | | |
| Total budget: | 1.149.000 Euro | | | | | | | | | | | | |
| Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info) | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><input checked="" type="checkbox"/> National/regional funds:</td> <td>Ministry of Research and Innovation / 320.000 Euro</td> </tr> <tr> <td><input type="checkbox"/> EU funds:</td> <td>[Name of source and amount in EUR, e.g. Structural Funds, IPA, ENPI etc.]</td> </tr> <tr> <td><input type="checkbox"/> IFI loans:</td> <td>[Name of source and amount in EUR, i.e. loans by international financial institutions, e.g. EIB, EBRD]</td> </tr> <tr> <td><input type="checkbox"/> Private funds:</td> <td>[Name of source and amount in EUR]</td> </tr> <tr> <td><input type="checkbox"/> Other:</td> <td>[Name of source and amount in EUR]</td> </tr> </table> | <input checked="" type="checkbox"/> National/regional funds: | Ministry of Research and Innovation / 320.000 Euro | <input type="checkbox"/> EU funds: | [Name of source and amount in EUR, e.g. Structural Funds, IPA, ENPI etc.] | <input type="checkbox"/> IFI loans: | [Name of source and amount in EUR, i.e. loans by international financial institutions, e.g. EIB, EBRD] | <input type="checkbox"/> Private funds: | [Name of source and amount in EUR] | <input type="checkbox"/> Other: | [Name of source and amount in EUR] | | |
| <input checked="" type="checkbox"/> National/regional funds: | Ministry of Research and Innovation / 320.000 Euro | | | | | | | | | | | | |
| <input type="checkbox"/> EU funds: | [Name of source and amount in EUR, e.g. Structural Funds, IPA, ENPI etc.] | | | | | | | | | | | | |
| <input type="checkbox"/> IFI loans: | [Name of source and amount in EUR, i.e. loans by international financial institutions, e.g. EIB, EBRD] | | | | | | | | | | | | |
| <input type="checkbox"/> Private funds: | [Name of source and amount in EUR] | | | | | | | | | | | | |
| <input type="checkbox"/> Other: | [Name of source and amount in EUR] | | | | | | | | | | | | |
| PROJECT ENVIRONMENT | | | | | | | | | | | | | |
| Strategic reference: | The project is in line with the provisions of the EU Strategy for the Danube Region - Priority Area 1a – To improve mobility and multimodality: Inland waterways | | | | | | | | | | | | |
| Relevant legislation: | <p>The development of the project is defined by national and European transport policies. The project considers the provisions of the Convention Regarding the Regime of Navigation on the Danube, which was signed by all Danube riparian states ("Belgrade Convention" of 1948) and the implementation of the Convention on Cooperation for the Protection and Sustainable Use of the Danube River ("Danube River Protection Convention") as well as that of the Water Framework Directive (WFD) of the European Union in the Danube region.</p> <p>Moreover, considering the necessity of protecting the endangered species such as sturgeon species, the projects considers the legal instrument in the field of nature</p> | | | | | | | | | | | | |

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| | conservation, such as Bern Convention, Biodiversity strategy for 2020, Bonn Convention and the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES). |
| Other: | <ul style="list-style-type: none">- Analysis of the geomorphological evolution before-after performing the hydrotechnical works on Bala Branch – Danube riverbed- Developing the technical solutions of flows redistribution on the Bala Branch – Old Danube, protecting at the same time the sturgeon species existing in the Danube River and ensuring their migration routes continuity |

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| OTHER RELEVANT ISSUES | |
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| Project requirements: | For the successful project completion will be mainly used the databases developed by INCDPM, which contains information on the situation of the Bala branch (before and after hydro-technical works in the area) and on the sturgeons behaviour. |
| Follow-up project: | The activities of the project can be continued by financing from Danube Transnational Programme. |
| Any other issues: | - |
| META DATA | |
| Dated created / by: | [14.08.2019 / Gyorgy Deak (INCDPM)] |
| Date of last update / by: | [14.08.2019 / Gyorgy Deak (INCDPM)] |
| INTEGRATED PLANNING APPROACH | |
| Planning approach: | According to "Joint Statement on Inland Navigation and Environmental Sustainability in the Danube River Basin", inland navigation can contribute to making transport more environmentally sustainable, particularly where it substitutes for road transport. The present project seeks to propose viable solutions to improve navigation conditions on the Danube River, together with the protection of the sturgeon species. |
| Progress: | Under the project, based on the patented hydro-technical solution, a physical model was tested under laboratory conditions, and the demonstration of the solution achieved by numerical modelling was performed. |
| PUBLIC INVOLVEMENT | |
| Time: | The results of the project will be disseminated especially in the scientific environment by participating in national and international conferences in the field. So far, the public has not been involved in the project activities. |
| Level of involvement: | The present project is funded by Ministry of Research and Innovation of Romania and its main results will be used by the Ministry of Research and Innovation of Romania, the Ministry of Environment of Romania and the academic environment. |
| Progress: | The main project results will be disseminated on INCDPM website (information will be available both in Romanian and English languages). |

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| INTERDISCIPLINARY PLANNING TEAM | |
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| Planning bodies: | The project team consists of Advisory Board which provides advice and guidance for the development of the project to ensure its high quality and excellence. They are a valued group of experts from INCDPM, having a valuable experience, who meet regularly, throughout the project duration. Also, under the project was constituted a Monitoring team which ensures the continuous and periodic analysis of a project plan to understand the timelines and milestones as per initial plan and find out the gaps, if any. |
| Time: | Both bodies specified above were involved from the very beginning stages of the project. |
| Transboundary and international aspects: | During the period 2011-2018, INCDPM was the leader of association of the project entitled <i>Monitoring of Environmental Impact of the Works for Improvement of the Navigation Conditions on the Danube between Calarasi and Braila, km 375 - km 175</i> , project financed within the Operational Programme - Transport SOPT 2007 - 2013, Priority Axis no. 3, Key Area of Intervention no. 3- Minimizing the adverse effects of transport on the environment. |
| Progress: | [Specify interim results of the planning work <i>during the reporting period</i>] - |
| NEW: SUSTAINABLE INFRASTRUCTURE SOLUTIONS | |
| Technical solutions: | The hydrotechnical solution proposed by INCDPM is a necessary method for redistributing water flows in case of level differences between the riverbed of a river and the one corresponding to its arm, in order to obtain a flow equalization or even an increase of water flow on one of the riverbeds in the drought periods. The solution is also taking into account the protection of sturgeon species existing on the Danube River and ensures their migration routes continuity. The invention is composed of (1) extending the left shore protection on the river sector for which is desired the water flow decrease – reducing the erosion phenomena (2) extending the right shore protection on the river sector for which it is desired the water flow decrease– reducing the erosion phenomena; (3) shore protection performed on the opposite area of the guiding dyke on the river (where is desired the water flow increase) – reducing the erosion phenomena; (4) guiding dyke located on the branch on which it is desired the water flow redistribution, dimensioned depending on the estimated hydrodynamic parameters- reducing the flowing section and removing the sand bank; (5) dredging / self-dredging – for ensuring the phenomenon created by the bottom sill breach; (6) protection bed – filling the hole existing upstream the bottom sill already constructed, in order to eliminate the funnel effect concomitant with performing self-dredging works, dimensioned considering the riverbed depth (performed to a level of minimum 1 m under the level of the canopy). |
| Improved navigations conditions and impacts on the environment: | The technical solution proposed under the present project, seeks to protect the sturgeon species existing on the Danube River and to solve the navigation problems encountered in the study area, due to morphological and hydrological phenomena that occur in the bifurcation area of the Bala branch.. This situation have the following negative effects: <ul style="list-style-type: none"> - poor evolution in time of water flows distribution between the Bala Branch and the Old Danube which disfavors the main branch of the Danube (the Old Danube) – towards Cernavoda – this taking over only 17 – 40 % of the total water flow in the drought periods - continuous degradation of the Danube riverbed (Cernavoda – Harsova – Braila route) as a result of reducing the energy of the water current and its capacity to |

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| | transport sediments, which has determined the formation of sand banks, isles, secondary branches and continuous reduction of the navigable canal section. - Degradation of the Bala Branch, with considerable erosion of the shores, as a result of the very strong current. |
| Progress: | Under this stage, the project activities are related to demonstration of applicability of the technical solution by numerical and physical modelling. |

Joint Statement on Guiding Principles on the Development of Inland Navigation and Environmental Protection

Project Data Sheet

| BASIC PROJECT DATA | | | |
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| Full project title: | Danube Sediment Management - Restoration of the Sediment Balance in the Danube River | | |
| Short project title: (acronym) | DanubeSediment | Project logo: |  |
| Project website: | http://www.interreg-danube.eu/approved-projects/danubesediment | Project ID: | DTP1-1-195-2.1 |
| Need and added value for Danube Region: | <p>The International Commission for the Protection of the Danube River (ICPDR) has recognized a lack of sediment management in the Danube River Basin Management Plans of 2009 and 2015. However, since the Danube flows through ten countries from the Black forest to the Black Sea, the holistic management of sediment and water requires a basin-wide transnational approach.</p> <p>To tackle this challenge, 14 partners from nine countries came together in the DanubeSediment project. Their goal is to improve water and sediment management as well as the morphology of the Danube River.</p> | | |
| Objective(s) of project: | <p>Closing knowledge gaps: The project team will begin with collecting sediment transport data in the Danube River and its main tributaries. This data provides the foundation for a Danube-wide sediment balance that will analyse the sinks, sources and redistribution of sediment and their impacts.</p> <p>Strengthening governance: A main project result will be the first “Danube Sediment Management Guidance” (DSMG). This document will deliver key contributions to the 3rd Danube River Basin Management Plan and the 2nd Danube Flood Risk Management Plan. Both plans are developed by the ICPDR.</p> | | |
| Planned project activities: | A main project result will be the first “Danube Sediment Management Guidance” (DSMG). | | |
| Transboundary impact: | The whole Danube is analysed in the project, impacts are expected as well for the whole international stretch. | | |
| Project beneficiaries / target groups: | As main beneficiaries of DanubeSediment, stakeholders will regularly be involved in developing the project, e.g. through national and international workshops. A “Sediment Manual for Stakeholders” (SMS) will focus on target-group specific measures for improved sediment management in navigation, hydropower generation, flood risk management and river basin management. | | |
| STATUS AND TIME FRAME | | | |
| Current project phase: (please tick a box) | <input type="checkbox"/> Definition (e.g. project idea, abstract) <input type="checkbox"/> Preparation (e.g. project proposal, feasibility study) <input checked="" type="checkbox"/> Implementation <input type="checkbox"/> Completion | | |

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| Start date: | [01.01.2017] | End date: | [30.11.2019] |
| Notes: | | | |

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| PROJECT TEAM | | |
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| Project leader: | University of Technology and Economics Budapest, Hungary | |
| Project partner(s): | University of Natural Resources and Life Sciences, Vienna, Austria National Institute of Meteorology and Hydrology, Bulgaria Executive Agency "Exploration and Maintenance of the Danube River", Bulgaria Institute for Water of the Republic of Slovenia, Slovenia Water Research Institute, Slovakia Technical University of Munich Chair of Hydraulic Research and Water Resources Management, Germany National Administration "Romanian Waters", Romania Croatian Waters - Legal entity for water management, Croatia Bavarian Environment Agency, Germany General Directorate of Water Management, Hungary National Institute of Hydrology and Water Management, Romania Jaroslav Černi Institute for the Development of Water Resources, Serbia Republic of Serbia Ministry of Construction, Transport and Infrastructure Directorate for Inland Waterways (Plovput), Serbia | |
| Contact person: | Name: | Barbara Kéri |
| | Organisation: | University of Technology and Economics Budapest |
| | Address: | Műegyetem rakpart 3, 1111 Budapest, Hungary |
| | Phone: | +36/1-463-2135 |
| | E-Mail: | keri.barbara@epito.bme.hu |
| | Website: | [Hyperlink] |
| FINANCING | | |
| Available: (please tick a box) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partly <input type="checkbox"/> No | |
| Total budget: | 3558581,62 EUR | |
| Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info) | <input checked="" type="checkbox"/> National/regional funds: | Some national co-financing – related to some countries |
| | <input checked="" type="checkbox"/> EU funds: | ERDF Contribution: 2827421,16 EUR IPA Contribution: 197373,19 EUR |
| | <input type="checkbox"/> IFI loans: | [Name of source and amount in EUR, i.e. loans by international financial institutions, e.g. EIB, EBRD] |

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| | <input type="checkbox"/> Private funds: | [Name of source and amount in EUR] |
| | <input type="checkbox"/> Other: | [Name of source and amount in EUR] |
| PROJECT ENVIRONMENT | | |
| Strategic reference: | <p>Water Framework Directive, WFD (Directive 2000/60/EC of the European Parliament and of the Council)</p> <p>“Danube Basin Analysis Report” of 2004 prepared by International Commission for the Protection of the Danube River (ICPDR), then Sediment Issue Paper” was prepared in 2006</p> <p>The project will give inputs to the next Danube River Basin Management Plan (2021). EUSDR PA 4 and 5, and 1a, 2 and 6 as well</p> | |
| Relevant legislation: | Water Framework Directive, WFD | |
| Other: | ongoing | |

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| OTHER RELEVANT ISSUES | |
|----------------------------------|--|
| Project requirements: | - |
| Follow-up project: | not yet |
| Any other issues: | |
| META DATA | |
| Dated created / by: | 11.09.2019 / Barbara Kéri (BME) |
| Date of last update / by: | 11.09.2019 / Barbara Kéri (BME) |
| INTEGRATED PLANNING APPROACH | |
| Planning approach: | [During the project implementation both environmental, hydropower and navigation related issues are taken into consideration. |
| Progress: | - |
| PUBLIC INVOLVEMENT | |
| Time: | Through international stakeholder workshops. |
| Level of involvement: | National and international stakeholder databases were set up by project partners, who are addressed through newsletters and national consultation. |
| Progress: | Webpage, newsletters, 2 rounds of national stakeholder workshops, as well as international stakeholder workshops (5 during the project lifetime) |

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| INTERDISCIPLINARY PLANNING TEAM | |
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| Planning bodies: | Steering Committee consists of decision makers from project partners. Advisory Board consists of experts of associated strategic partners. |
| Time: | - |
| Transboundary and international aspects: | During the project implementation both environmental, hydropower and navigation related issues are taken into consideration. |
| Progress: | - |
| NEW: SUSTAINABLE INFRASTRUCTURE SOLUTIONS | |
| Technical solutions: | - |
| Improved navigations conditions and impacts on the environment: | - |
| Progress: | - |

Joint Statement on Guiding Principles on the Development of Inland Navigation and Environmental Protection

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| BASIC PROJECT DATA | | | |
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| Full project title: | Bridging the Danube Protected Areas towards a Danube Habitat Corridor | | |
| Short project title: (acronym) | DANUBEparksCONNECTED | Project logo: |   |
| Project website: | www.danubeparks.org http://www.interreg-danube.eu/approved-projects/danubeparksconnected | Project ID: | DTP1-1-005-2.3 |
| Need and added value for Danube Region: | <p>The Danube is a hub of biodiversity and an essential lifeline of the Danube Region. The large number of Natura 2000 sites is evidence of Europe's commitment to preserve this natural heritage. People interact with and benefit from the Danube ecosystem services in many ways (e.g. recreation, drinking water, CO2 storage). For many, the Danube's nature is the integrative element in the region.</p> <p>The Danube Protected Areas preserve the most valuable sites. Fragmentation of ecosystems and isolation of Protected Areas is one of the main threats to biodiversity and limits the efficiency in their management. The growing-together of European regions and the dynamic economic development in South-East Europe put growing pressure on the natural treasures of the Danube. To counteract, policies such as the EUSDR Action Plan call for actions to restore and preserve habitat connectivity: eco-corridors are a priority to strengthen Protected Areas in their function as key sites of the DANUBE HABITAT CORRIDOR.</p> <p>Due to the Danube's multifunctionality, an integrative approach is needed to develop Green Infrastructure. Conventional technical regulation measures and interventions related to extraction, infrastructure and intensive land use cause a decrease in multifunctionality and negative effects for the supply of all aspects of ESS. Cross-sector partnerships are needed to restore riverine landscapes to increase the multifunctionality by enhancing the supply of provisioning, cultural and other services. Advanced tools to improve the functionality of bio-corridors have to be developed, concrete solutions have to take place to demonstrate win-win situations of Green Infrastructure.</p> <p>All Danube countries share common policies, however their implementation is still only at the beginning. As stressed by the Natura 2000 Award 2015, DANUBE PARKS contributed to more coherence among Natura 2000, but due to the special situation in the Danube Region - with old and new EU members, candidate and neighbouring countries all represented in the partnership - concerted actions to develop the Danube eco-corridor are needed.</p> | | |
| Objective(s) of project: | In Europe, landscape and habitat fragmentation is a major threat for biodiversity, and one of the main limiting factors for ecosystem services. Areas of | | |

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| | <p>conservation value are often isolated within an intensely used cultivated landscape, and ecological communication between natural or semi-natural areas is inhibited by distance and by anthropogenic obstructions.</p> <p>Protected Areas preserve the most valuable sites, but the amount of land designated as national conservation areas is small, not exceeding 100 hectares per unit in most European countries, and the size of PAs is generally too small to cover self-sustaining wildlife populations. Rivers often play important roles as Green Wildlife Corridors. This pertains to the Danube in particular, due to its outstanding role as a link between more bio-regions than any other corridor in Europe.</p> <p>Consequently, BRIDGING THE DANUBE PROTECTED AREAS TO COUNTERACT landscape and habitat FRAGMENTATION and TO MAKE THE DANUBE A KEY ECOLOGICAL CORRIDOR is the main objective of DANUBeparksCONNECTED and a priority of EU policies like the EUSDR Action Plan.</p> <p>Due to the multi-functionality of rivers, sectors like transport, energy and forestry are key actors when it comes to ecological connectivity along the Danube. Intense land use and fragmentation reduce the supply of Ecosystem Services. DANUBeparksCONNECTED's aim is to restore ecosystem multi-functionality. BOOSTING GREEN INFRASTRUCTURE strongly has to follow a strong integrative and CROSS-SECTOR approach. Common POLICIES like Natura 2000, Water Framework Directive and Green Infrastructure in Europe deliver the policy background.</p> |
| <p>Planned project activities:</p> | <p>Beside the DANUBE FREE SKY initiative (Work package 4), the Danube Dry Habitat Corridor (WP5) and the Danube Riparian Forest Corridor (WP6), a main focus is on the WILDIsland initiative (WP3).</p> <p>Islands are flagship habitats in river ecosystems and have multiple functions as habitat, natural flood protection and for recreation. Based on cross-sector cooperation with waterways, water management and forestry sectors, the WILDIsland initiative for a Danube Wild Island Habitat Corridor will be implemented.</p> <p>The Danube-wide monitoring of indicator species for river dynamics (see SEE/D/0165/2.3/X) stressed the outstanding role of islands for biodiversity. The WILDIsland initiative now brings together PAs, land users, stakeholders, NGOs and the policy level to prepare self-binding agreements for non-intervention management on selected islands, representing small-scale wilderness in the middle of Europe.</p> <p>Beside a better understanding between inland navigation and nature protection, the cross-sector approach (2 cross-sector conferences, expert workshops, joint stakeholder meetings, 1 cross-sector Directors Meeting) raises the awareness for wilderness in Natura 2000, for river restoration and integrative flood protection.</p> <p>The creation of guidelines defines the principles of WILDIsland, 5 pilot actions qualify sites for WILDIsland and demonstrate how to create synergies among the sectors. Minimum 21 sites all along the Danube will be labelled as WILDIsland, an online database is the interactive tool to implement WILDIsland in the long-term.</p> <p>The 2nd Danube Volunteers Day (WP2) will promote WILDIsland to the general public.</p> <p>This WP is jointly planned with Danube STREAM, waterway sector. It serves as a concrete example of how to improve cross-sector collaboration among EUSDR PAC6 and PAC1a by joint concrete implementation.</p> |

Project Data Sheet

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|---|--|--------------------------|------|------------------------------------|-------|--------------------|-----|-----------------|--------|---|------|---|--------|---|------|--|-------|--|-------|--|-------|--|------------------|---------------------------------|------|--|--------|--|-------|-----------------------------------|-------|--|-----------|---|-------|--|----------|--|--------|--|-------|---|--------|-------------------------------------|-----|-------|-------|---|-------|---------------------------------|------|
| Transboundary impact: | Danube-wide (all Danube countries are represented in the project consortium: Germany, Austria, Slovakia, Hungary, Croatia, Serbia, Bulgaria, Romania; Moldova and Ukraine as Associated Strategic Partners) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project beneficiaries / target groups: | <table border="1"> <tr><td>Donau-Auen National Park</td><td>NPDA</td></tr> <tr><td>Landratsamt Neuburg-Schrobenhausen</td><td>LK NS</td></tr> <tr><td>City of Ingolstadt</td><td>Col</td></tr> <tr><td>Passau District</td><td>LKR PA</td></tr> <tr><td>Wachau Dunkelsteinerwald Regional Development</td><td>WD-R</td></tr> <tr><td>State Nature Conservancy of the Slovak Republic</td><td>SNC SR</td></tr> <tr><td>BROZ- Regional association for nature conservation an sustainable development</td><td>BROZ</td></tr> <tr><td>Fertő-Hanság National Park Directorate</td><td>FHNPD</td></tr> <tr><td>Danube Ipoly National Park Directorate</td><td>DINPI</td></tr> <tr><td>Danube-Drava National Park Directorate</td><td>DDNPD</td></tr> <tr><td>Public Institution Nature Park Kopacki Rit</td><td>JUPP Kopacki rit</td></tr> <tr><td>Persina Nature Park Directorate</td><td>PNPD</td></tr> <tr><td>Club Friends of Public Park Rusenski Lom</td><td>CFPPRL</td></tr> <tr><td>Danube Delta Biosphere Reserve Authority</td><td>DDBRA</td></tr> <tr><td>Public Enterprise "Vojvodinašume"</td><td>Vsume</td></tr> <tr><td>Lower Prut Nature Reserve - Agency Moldsilva</td><td>MOLDSILVA</td></tr> <tr><td>International Commission for the Protection of the Danube River</td><td>ICPDR</td></tr> <tr><td>viadonau - Österreichsiche Wasserstraßengesellschaft</td><td>viadonau</td></tr> <tr><td>ALPARC – the Alpine Network of Protected Areas</td><td>Alparc</td></tr> <tr><td>Bavarian State Ministry of the Environment and Public Health</td><td>StMUV</td></tr> <tr><td>WWF - World Wide Fund for Nature, Danube-Carpathian Programme Bulgaria - WWF BG</td><td>WWF BG</td></tr> <tr><td>European Wilderness Society Ukraine</td><td>EWS</td></tr> <tr><td>MAVIR</td><td>MAVIR</td></tr> <tr><td>Ministry of Environment and Nature Protection</td><td>MZOIP</td></tr> <tr><td>ENEL DISTRIBUTION DOBROGEA S.A.</td><td>ENEL</td></tr> </table> | Donau-Auen National Park | NPDA | Landratsamt Neuburg-Schrobenhausen | LK NS | City of Ingolstadt | Col | Passau District | LKR PA | Wachau Dunkelsteinerwald Regional Development | WD-R | State Nature Conservancy of the Slovak Republic | SNC SR | BROZ- Regional association for nature conservation an sustainable development | BROZ | Fertő-Hanság National Park Directorate | FHNPD | Danube Ipoly National Park Directorate | DINPI | Danube-Drava National Park Directorate | DDNPD | Public Institution Nature Park Kopacki Rit | JUPP Kopacki rit | Persina Nature Park Directorate | PNPD | Club Friends of Public Park Rusenski Lom | CFPPRL | Danube Delta Biosphere Reserve Authority | DDBRA | Public Enterprise "Vojvodinašume" | Vsume | Lower Prut Nature Reserve - Agency Moldsilva | MOLDSILVA | International Commission for the Protection of the Danube River | ICPDR | viadonau - Österreichsiche Wasserstraßengesellschaft | viadonau | ALPARC – the Alpine Network of Protected Areas | Alparc | Bavarian State Ministry of the Environment and Public Health | StMUV | WWF - World Wide Fund for Nature, Danube-Carpathian Programme Bulgaria - WWF BG | WWF BG | European Wilderness Society Ukraine | EWS | MAVIR | MAVIR | Ministry of Environment and Nature Protection | MZOIP | ENEL DISTRIBUTION DOBROGEA S.A. | ENEL |
| Donau-Auen National Park | NPDA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Landratsamt Neuburg-Schrobenhausen | LK NS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| City of Ingolstadt | Col | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Passau District | LKR PA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wachau Dunkelsteinerwald Regional Development | WD-R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State Nature Conservancy of the Slovak Republic | SNC SR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BROZ- Regional association for nature conservation an sustainable development | BROZ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fertő-Hanság National Park Directorate | FHNPD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Danube Ipoly National Park Directorate | DINPI | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Danube-Drava National Park Directorate | DDNPD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public Institution Nature Park Kopacki Rit | JUPP Kopacki rit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Persina Nature Park Directorate | PNPD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Club Friends of Public Park Rusenski Lom | CFPPRL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Danube Delta Biosphere Reserve Authority | DDBRA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public Enterprise "Vojvodinašume" | Vsume | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lower Prut Nature Reserve - Agency Moldsilva | MOLDSILVA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| International Commission for the Protection of the Danube River | ICPDR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| viadonau - Österreichsiche Wasserstraßengesellschaft | viadonau | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ALPARC – the Alpine Network of Protected Areas | Alparc | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bavarian State Ministry of the Environment and Public Health | StMUV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WWF - World Wide Fund for Nature, Danube-Carpathian Programme Bulgaria - WWF BG | WWF BG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| European Wilderness Society Ukraine | EWS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MAVIR | MAVIR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ministry of Environment and Nature Protection | MZOIP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENEL DISTRIBUTION DOBROGEA S.A. | ENEL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STATUS AND TIME FRAME | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Current project phase: (please tick a box) | <input type="checkbox"/> Definition (e.g. project idea, abstract) <input type="checkbox"/> Preparation (e.g. project proposal, feasibility study) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Project Data Sheet

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| | <input checked="" type="checkbox"/> Implementation <input type="checkbox"/> Completion | | |
| Start date: | [01.01.2017] | End date: | [30.11.2019] |
| Notes: | | | |

Project Data Sheet

| PROJECT TEAM | | |
|--|--|---|
| Project leader: | Donau-Auen National Park | |
| Project partner(s): | See project beneficiaries | |
| Contact person: | Name: | Georg Frank |
| | Organisation: | Donau-Auen National Park |
| | Address: | Schloss Orth, 2304 Orth an der Donau, Austria |
| | Phone: | 0043/2212/3450/28 |
| | E-Mail: | g.frank@donauauen.at |
| | Website: | g.frank@donauauen.at |
| FINANCING | | |
| Available: (please tick a box) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partly <input type="checkbox"/> No | |
| Total budget: | 3 Mio € | |
| Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info) | <input checked="" type="checkbox"/> National/regional funds: | Different co-funding by each project partner |
| | <input checked="" type="checkbox"/> EU funds: | [Name of source and amount in EUR, e.g. Structural Funds, IPA, ENPI etc.] |
| | <input type="checkbox"/> IFI loans: | |
| | <input type="checkbox"/> Private funds: | |
| | <input type="checkbox"/> Other: | |
| PROJECT ENVIRONMENT | | |
| Strategic reference: | <p>The EUSDR Action Plan underlines the outstanding role of Danube Protected Sites, yet notes that they "often work in isolation and not efficiently enough." The EUSDR calls for transnational cooperation and the provision of "ecological connections that are essential for overall European environmental health." The EUSDR PA6 stakeholder process identified DANUBEPARKS as a key network for "Green Corridors".</p> <p>DANUBEparksCONNECTED rehabilitates riparian habitats and adapts Grey into Green infrastructure. This approach meets exactly highlighted target for EUSDR PA6, to "maintain and enhance ecosystems and their services by established green infrastructure and restoring at least 15% of degraded ecosystems".</p> <p>PA6 Action "To develop green infrastructure in order to connect different bio-geographic regions" is an appeal for initiatives over large areas.</p> | |

Project Data Sheet

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| | <p>DANUBEparksCONNECTED builds ecological connectivity over 5 bio-regions.</p> <p>All DANUBEPARKS partners represent Natura 2000 sites. Both the EU Birds and the Fauna-Flora Habitats directives are priorities. DANUBEPARKS won a 2015 Natura 2000 Award; DANUBEparksCONNECTED is the logical follow-up towards coherence in Natura 2000. WILDisland is an innovative tool for the EU guidelines on Wilderness in Natura 2000.</p> <p>The DANUBE RIVER BASIN MANAGEMENT PLAN is the policy document for the implementation of the EU Water Framework Directive. DANUBEPARKS, an ICPDR observer, contributed to its update in 2015. This process also entailed the adoption of the DANUBE FLOOD RISK MANAGEMENT PLAN to implement the EU Flood Directive. WILDisland (WP3) and the identification of restoration areas (WP6) contribute to both policies.</p> <p>Sustainable development is a crucial objective of DANUBEparksCONNECTED and the EU 2020 Biodiversity strategy. An intact DANUBE HABITAT CORRIDOR contributes to the EU 2020 strategy by increased ESS and creating green jobs connected to PAs' development.</p> |
| <p>Relevant legislation:</p> | |
| <p>Other:</p> | |

Project Data Sheet

| OTHER RELEVANT ISSUES | |
|----------------------------------|---|
| Project requirements: | <p>DANUBEparksCONNECTED's step-by-step approach:</p> <ul style="list-style-type: none"> • Internal capacity building: intense know-how transfer already during joint preparation process; external experts and strategic partners will contribute to raise the capacity of DANUBE PARKS experts in all WPs • Danube-wide guidelines and strategies: compile gained know-how, set standards, and try to influence policies • Cross-sector cooperation in all WPs: trustworthy collaboration with waterway, energy and forestry aims to create synergies in the implementation of DANUBEparksCONNECTED and will be the base for long-term valorisation • Policy work, anchoring strategies: international organisations and representatives from policy level support the project; this will help to influence policies through strategic documents • Model pilot actions: innovative solutions will be tested, demonstrative actions illustrate feasibility, bring strategies onto the ground and make them visible for stakeholders, policy makers and the public, and set standards for follow-up activities after project end • Public and stakeholder communications: concrete results and attractive communication tools will make DANUBEparksCONNECTED visible and attractive • Long-term valorisation: DANUBEparksCONNECTED wants to initiate innovative initiatives; partnerships built within project lifetime, strategic crossover capitalisation and strategies anchored on policy level are the main pillars to ensure sustainability of the project outputs. |
| Follow-up project: | <p>Based on the results of DANUBE PARKS CONNECTED, a follow-up LIFE project has been designed to further develop and implement the WILD island initiative.</p> <p>A Concept Note was submitted.</p> <p>Beside Danube Protected Areas, the partnership also includes waterway sector, hydropower and forestry.</p> |
| Any other issues: | |
| META DATA | |
| Dated created / by: | |
| Date of last update / by: | |
| INTEGRATED PLANNING APPROACH | |
| Planning approach: | <p>Cross-sector workshops on national level, two joint conferences, interconnected pilot actions and a synchronised WP result in a better understanding and shared principles between Nature Conservation and the Waterway Sector:</p> <p>An internal learning phase has been followed by cross-sector meetings between PAs and the waterway sector on a national level. Guiding questions were provided by the LP Lead DANUBEparksCONNECTED and Danube STREAM. The national meetings in all countries contributed to better understanding in day-to-day business.</p> <p>The results of these consultations (questionnaire) delivered the base for the 1st</p> |

Project Data Sheet

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| | <p>international cross-sector workshop (Dunakiliti/Hungary, 2017): principles of WILDisland were discussed, next steps of cooperation were defined. Additionally, Danube Protected Areas contributed to the elaboration of an environmentally sound waterway maintenance document.</p> <p>As a next step, small-scale on-site surveys took place to answer specific questions, and pilot actions test WILDisland in-situ.</p> <p>This gained know-how and concrete steps towards establishment were shared and harmonised in a 2nd international cross-sector workshop in Kladova (Serbia), organized by Danube STREAM.</p> <p>A Cross-sector Directors Meeting presented joint follow-up steps. This process consituted the DANUBEparksCONNECTED contribution to the Danube STREAM environmentally sound waterway maintenance document.</p> |
| <p>Progress:</p> | <p>Finalized;</p> <p>the process reached 100% support within the DANUBEparksCONNECTED partnership as stressed by a questionnaire: for 54%, cross-sector cooperation with the navigation sector is highly relevant, for 46% it is relevant.</p> |
| <p>PUBLIC INVOLVEMENT</p> | |
| <p>Time:</p> | |
| <p>Level of involvement:</p> | |
| <p>Progress:</p> | |

Project Data Sheet

| INTERDISCIPLINARY PLANNING TEAM | |
|--|--|
| Planning bodies: | <ul style="list-style-type: none"> - Two cross-sectorial conferences DANUBE parks CONNECTED & Danube STREAM - National meetings - Board of Directors Meeting |
| Time: | |
| Transboundary and international aspects: | |
| Progress: | The process resulted in the MoC among DANUBE PARKS and Danube STREAM, to express and to underline the willingness to continue and further intensify future cooperation among conservation and waterway sector. |
| NEW: SUSTAINABLE INFRASTRUCTURE SOLUTIONS | |
| Technical solutions: | |
| Improved navigations conditions and impacts on the environment: | |
| Progress: | |

Joint Statement on Guiding Principles on the Development of Inland Navigation and Environmental Protection

Project Data Sheet

| BASIC PROJECT DATA | | | |
|--|---|----------------------|---------|
| Full project title: | Improvement of navigation conditions on the Danube between Calarași and Braila (rkm 375–175) | | |
| Short project title: (acronym) | DANUBE 1 | Project logo: | - |
| Project website: | http://www.afdj.ro/en/content/danube-1 | Project ID: | PA1A026 |
| Need and added value for Danube Region: | <p>According to the recommendations of the Danube Commission, minimum 2.5 m fairway depth must be ensured on this sector, whereas the width of the navigable fairway should be in the range of 150 to 180 m. Due to the regressing evolution of the main Danube branch in the low water seasons, eleven critical points for navigation have appeared: the sand bar in Caragheorghe (rkm 345 – 342), Lebăda (rkm 341 – 336), Mîrleanu (rkm 329 – 325), Insula Fermecatui (rkm 323 – 318), Cochirleni (rkm 310 – 307), Insula Fasolele (rkm 292), Alvănești (rkm 276), Ostrovul Lupu (rkm 196) and others. As a consequence of these critical points on the Călărași – Brăila section of the Danube, vessels must take a bypass route via the Bala–Borcea branch, which extends the navigation distance to around 110 km, for periods of around 140 – 160 days/ year.</p> <p>This is a situation caused by the involution of the main Danube riverbed and the overdevelopment of the Bala and Borcea branches upstream. Therefore, discharge has increased on the Bala branch to almost 80% of the Danube's discharge. The continuous decrease in the discharge of the Danube in Cernavodă resulted in the formation and development of the above mentioned bottlenecks and the appearance of other risks, which resulted in the discontinued use of the Cernavodă Nuclear Plant in 2003.</p> | | |
| Objective(s) of project: | To ensure navigation conditions on the Danube all year round between Călărași and Brăila (rkm 375–175) | | |
| Planned project activities: | <p>The project includes the following river engineering works which will ensure navigation levels on the Old Danube and have a reduced impact on the environment, having effects only during low water seasons:</p> <ul style="list-style-type: none"> • Submersed bottom sill on the Bala branch, with a view to recreating its opening and decrease the discharge on it and increase discharge by up to 20% on the Danube • Submersed guiding wall • Banks protection • Submersed bottom sill on the Caleia branch, with a view to stopping its development and recreate the Danube riverbed in the upstream. | | |
| Transboundary impact: | <p>In 2006, during EIA procedures in order to ensure adequate and effective consultations under Article 5, of Espoo Convention the Romanian authorities have notified Rep. Moldova and Ukraine under Article 3.</p> <p>The results of the project for the monitoring of the possible effects on the environment of the river engineering works emphasized that no significant impact was generated on environment. No transboundary impact for environment was generated or anticipated.</p> <p>As the transport of goods on the Danube has an international and long-distance character, the entire Danube region can benefit from the project implementation. This sector of the Danube is used for navigation by vessels flying all kinds of flags. At rkm 300 (Cernavodă) is the entrance on the Danube–Black Sea Canal.</p> | | |

Project Data Sheet

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| Project beneficiaries / target groups: | Shipping companies from Danube Region. | | |
| STATUS AND TIME FRAME | | | |
| Current project phase: (please tick a box) | <input type="checkbox"/> Definition (e.g. project idea, abstract) <input type="checkbox"/> Preparation (e.g. project proposal, feasibility study) <input checked="" type="checkbox"/> Implementation <input type="checkbox"/> Completion | | |
| Start date: | 2011 | End date: | 2016 |
| Notes: | <p>The project delay - 19 months. The works were stopped in January 2009 due to intervention of NGOs and the European Commission's DG Environment. Based on this, DG Regional Policy recommended to implement a complex programme for monitoring the possible impact of the works on biotic and abiotic factors in all the critical points. Consequently the Romanian Ministry of Transport organised a tendering procedure for preparation of this Monitoring Programme. Due to the contribution of and recommendations received from EC-DG Environment, ICPDR and IAD experts, the Monitoring Programme has been substantially improved and is now implemented by the River Administration of the Lower Danube - Galati within the project "<i>Monitoring of Environmental Impact of the Works for Improvement of the Navigation Conditions on the Danube between Calarasi –Braila, km 375 – km 175</i>".</p> <p>Based on the EC recommendation, the project was transferred from ISPA funding to Operational Program Transport 2007-2013 funding.</p> <p>The contractor had been notified to resume the works beginning with 22 August 2011.</p> <p>In July 2014 the Contractor finished the works in critical point 10 Caleia and in November 2015 the works were also finished in critical point 02 Epurasu.</p> <p>In October 2013, a meeting was organised by the Ministry of Transport with all the stakeholders and the 3D modelling expert, prof. Habersack presented the results obtained after running the 3 D model, under the Environmental Monitoring Contract. Therefore, AFDJ together the Ministry of Transport and EC – DG Regio, DG Move and DG Environment decided to reduce with 50% the initially designed crest level of the submersed bottom sill to be executed on the Bala branch.</p> <p>The initial works in critical point 01 Bala were finished in April 2016.</p> <p>In order to achieve the deviation of water discharge from Bala branch to the Danube other alternative solutions were needed in the area which are to be identified in a Feasibility Study started in March 2015. These alternative solutions together with the works already executed in critical point 01 Bala have to ensure a deviation of water discharge from Bala branch to the Danube. Two alternative solutions have been modelled and in the 3D Modelling Report, the Consultant recommended one of the technical solution in order to solve the navigability problem in this critical point. AFDJ is analysing this solution in order to approve it.</p> <p>The alternative solution "Restoration and renaturation of the bifurcation area of the Bala arm to ensure navigation and environmental protection on Danube" was approved by AFDJ in order that next steps of the feasibility study to be done.</p> <p>On 27 June 2018 the notification of the environmental authorities was submitted in order to start the EIA procedures under the Directive 2011/92/EU as amended by Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment</p> | | |

Project Data Sheet

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| | <p>The EIA and AA Reports have been elaborated by EGIS Consortium and then submitted to the competent environmental authorities. WFD Impact Assessment Study on Water Bodies is now under preparation by EGIS Consortium. In this respect the Article 4(7) Applicability Assessment and in case an Article 4(7) Test will be also considered.</p> <p>Relevant public participation procedures will be conducted in order to ensure a wider stakeholder involvement especially the navigation beneficiary and relevant NGOs. In case is required during EIA procedures under Article 5 and 3, of Espoo Convention notifications will be submitted to relevant countries.</p> |
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Project Data Sheet

| PROJECT TEAM | |
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| Project leader: | River Administration of the Lower Danube (AFDJ), Galati, Romania |
| Project partner(s): | - |
| Contact person: | Name: Dorian DUMITRU |
| | Organisation: River Administration of the Lower Danube (AFDJ) |
| | Address: Portului Street no. 32, Galati, Romania |
| | Phone: +40 236 460 812 |
| | E-Mail: dumitru.dorian@afdj.ro ; dumbrava.catalina@afdj.ro |
| | Website: www.afdj.ro |
| FINANCING | |
| Available: (please tick a box) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partly <input type="checkbox"/> No |
| Total budget: | 49,961,903 EUR |
| Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info) | <input checked="" type="checkbox"/> National/regional funds: 15,553,265 EUR (State budget) |
| | <input checked="" type="checkbox"/> EU funds: 34,408,638,000 (Structural Funds) |
| | <input type="checkbox"/> IFI loans: - |
| | <input type="checkbox"/> Private funds: - |
| | <input type="checkbox"/> Other: - |
| PROJECT ENVIRONMENT | |
| Strategic reference: | <ul style="list-style-type: none"> • Strategy for sustainable transport on the period 2007-2013 and 2020, 2030 approved by the Minister of Transport Order no. 508/2008 • Government Programme 2009 – 2012 and 2017 – 2020. • Belgrade Convention (1948) • Navigation and Inland Waterway Action and Development in Europe (NAIADES) COM (2006) 6 final • White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system COM(2011) 144 final |
| Relevant legislation: | <ul style="list-style-type: none"> • Regulation (EU) No 1315/2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU • General Master Plan for Transport of Romania, approved by Government Decision no 666/2016. Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network • Law no. 203/2003 regarding the guidelines for the creating, development and |

Project Data Sheet

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| | <p>modernization of transport network of national and international importance</p> <ul style="list-style-type: none">• Directive 2011/92/EU amended by Directive 2014/52/EU, on the assessment of the effects of certain public and private projects on the environment• Water Framework Directive 2000/60/EC, Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora, Directive 2009/147/EC on the conservation of wild birds, etc |
| Other: | - |

Project Data Sheet

| OTHER RELEVANT ISSUES | |
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| Project requirements: | - |
| Follow-up project: | The Feasibility Study elaborated by EGIS EAU Consultants would be revised and completed and other technical solutions recommended by Environmental NGOs and Industry would be taken into account and 3D modelled. The technical solution which would meet technical and environmental criteria would be subject to a future project funded under the next Operational Program 2021-2027. |
| Any other issues: | - |
| META DATA | |
| Dated created / by: | [24.08.2017 // Catalina DUMBRAVA (River Administration of the Lower Danube – Galati, Romania) |
| Date of last update / by: | - [03.09.2019 // Catalina DUMBRAVA (River Administration of the Lower Danube – Galati, Romania) |
| INTEGRATED PLANNING APPROACH | |
| Planning approach: | <p>During the planning and implementation process all stakeholders were involved, both for navigation and environmental issues. Shipping companies environmental NGOs, specialists, experts had positive dialogues with the representatives of Romanian authorities. As a result some specific parts of the technical solution were changed based on stakeholders' recommendations. The project was stopped because the environmental NGOs manifested worries about possible impacts on sturgeon migration. After that the construction of the bottom sill on Bala Branch was stopped at half of its initial height. A complex and integrated monitoring program on the environment was launched in an adaptive management approach.</p> <p>Project "Monitoring of environmental Impact of the works for Improvement of the navigation conditions on the Danube between Călărași – Brăila, km 375 – km 175" (ROMOMED Project) was conducted before and during construction works and after the completion of the initial works .</p> <p>During EIA and WFD procedures of "Restoration and renaturation of the bifurcation area of the Bala arm to ensure navigation and environmental protection on Danube" relevant public participation procedures will be conducted in order to ensure a wider stakeholder involvement especially the navigation beneficiary and relevant NGOs.</p> <p>In case is required during EIA procedures under Article 5 and 3, of Espoo Convention notifications will be submitted to relevant countries.</p> |
| Progress: | The initial works were completed in 2016. The Feasibility Study for Alternative Solutions on Bala Critical Point is still on progress. |
| PUBLIC INVOLVEMENT | |
| Time: | There was and still is a huge interest on the project procedures and project outcomes. Beside the formal dialogues in the institutional procedures, 3 workshops were organised during the elaboration of Bala Feasibility Study and many technical meetings with the stakeholders. |
| Level of involvement: | There was a high level of the stakeholders' involvement. |

Project Data Sheet

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| Progress: | <ul style="list-style-type: none">-Webpage, Romanian and English, active dissemination, more info on: http://www.afdj.ro/en/content/danube-1, http://www.afdj.ro/ro/content/dunare-1,- Discussions during formal environmental procedures- Press release, Romanian- 3 Workshops (English)- Letters with technical details, Romanian and English- * Collaborative Zone - Online Platform with the results of the hydromorphological measurements and reports on https://pro-europe.egis.fr/water/ROU/BALA/C_Collaborative_Zone- Environmental Monitoring Project Webpage with the results of environmental assessment and evaluation from 2011 – present, Romanian and English, http://www.afdj.ro/ro/content/romomed , http://www.afdj.ro/en/content/romomed <p>* EGIS Consultants created a collaborative online platform with a dedicated folder on the Bala project platform (SharePoint), where various stakeholders were able to download or upload content, or review and comment documents online.</p> |
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Project Data Sheet

| INTERDISCIPLINARY PLANNING TEAM | |
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| Planning bodies: | There were Working Groups on the specific topics: environment and navigation involved who participated with conclusions and opinions when preparing the workshops and during workshops. |
| Time: | During the implementation of the project. |
| Transboundary and international aspects: | <ul style="list-style-type: none"> - Ministry of Transport Romania - Ministry of Environment Romania - Ministry of European Funds Romania - AFDJ Galati - NAVROM Galati - AAOPFR - DG REGIO - DG MOVE - DG ENV - ICPDR - WWF - IAD, - JASPERS, Etc. |
| Progress: | - |

Joint Statement on Guiding Principles on the Development of Inland Navigation and Environmental Protection

Project Data Sheet

| BASIC PROJECT DATA | | | |
|--|---|----------------------|---|
| Full project title: | Managing and restoring aquatic EcologicAl corridors for migratory fiSh species in the danUbe RivEr baSin | | |
| Short project title: (acronym) | MEASURES | Project logo: |  |
| Project website: | www.interreg-danube.eu/measures | Project ID: | DTP2-038-2.3 |
| Need and added value for Danube Region: | Sturgeons and other migratory fish species represent a historic, economic and natural heritage of the Danube River Basin and are indicators of the ecological status of aquatic ecosystems, especially of the functionality of ecological corridors. Their populations have suffered substantially from overfishing, pollution, habitat destruction and disruption of their migration routes. The need for their conservation is recognized at a high political and management level (EUSDR-PA 06, Biodiversity, DRBMP). Habitat fragmentation, as well as the lack of comprehensive knowledge on available habitats for migratory fish and on genetic diversity impede the restoration of migration corridors, vital to secure migratory fish on the long run. Concerted transnational management of these corridors and actions for their restoration as well as supportive conservation stocking of native species is highly needed. | | |
| Objective(s) of project: | <ul style="list-style-type: none"> - Identify and protect habitats required by migratory fish; - Integration of ecological corridors in policy and management plans; - Secure gene pool of Danube sturgeon & designing broodstock facilities. | | |
| Planned project activities: | MEASURES will pave the way for the establishment of ecological corridors through identifying key habitats and initiating protective measures along the Danube and its main tributaries. A methodology for migratory fish habitat mapping will be developed and tested. A harmonized strategy (including prioritization) for the restoration of ecological corridors will be developed and will support implementation in future management plans. Two pilot actions are envisaged: (1) identify and map key habitats, (2) restocking of two native species to conserve their genetic pool. A network for concerted restocking of targeted species will be established, as well as a manual for the operation of broodstock facilities. A MEASURES Information System will be created to facilitate access to information for experts, decision makers and the general public. Concrete input into the next drafts of policy- and management plans (e.g. river basin- and flood risk management plans) will secure the translation of project outcomes into sustainable management of relevant sites restoring ecological corridors. | | |
| Transboundary impact: | <p>The project lead is situated in Austria, but the main technical work will be done by and in and by countries downstream of Vienna.</p> <p>Habitat mapping will take place in Bulgaria, Croatia, Romania, Serbia, Slovakia, and Slovenia. In Hungary a rearing facility for sturgeons will be designed. In Hungary and Romania restocking of Sterlet and Russian Sturgeon is taking place.</p> | | |

Project Data Sheet

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| | <p>In all the countries mentioned above, Stakeholder Workshops are being held to exchange and discuss with important players the issue of migratory fish in the Danube region, and how this could influence management plans. National as well as international meetings are planned.</p> <p>A strategy for migratory fish in the Danube region will be developed based on the project results and this workshops.</p> <p>Literature, data, and results of the project will be made available via the MEASURES Information System (MIS).</p> | | |
| <p>Project beneficiaries / target groups:</p> | <p>Regional public Authority National public Authority Infrastructure and (public) Service Provider Interest Groups including NGOs Higher Education and Research</p> | | |
| STATUS AND TIME FRAME | | | |
| <p>Current project phase: (please tick a box)</p> | <p><input type="checkbox"/> Definition (e.g. project idea, abstract) <input type="checkbox"/> Preparation (e.g. project proposal, feasibility study) <input checked="" type="checkbox"/> Implementation <input type="checkbox"/> Completion</p> | | |
| <p>Start date:</p> | <p>01.06.2018</p> | <p>End date:</p> | <p>31.05.2021</p> |
| <p>Notes:</p> | <p>Project implementation is going according to plan.</p> | | |

Project Data Sheet

| PROJECT TEAM | | | | | | | | | | | | | |
|--|--|--|--|---|---|-------------------------------------|--|---------------|-----------------|----------------|--|-----------------|--|
| Project leader: | University of Natural Resources and Life Sciences, Vienna / AUT | | | | | | | | | | | | |
| Project partner(s): | National Agricultural Research and Innovation Centre, Research Institute for Fisheries / HU Institute of Biology Bucharest, Romanian Academy / RO Danube Delta National Institute for Research and Development / RO WWF Danube Carpathian Association Romania / RO WWF Danube-Carpathian Program Bulgaria / BG Institute for Ichthyological and Ecological Research REVIVO / SLO Institute of Biodiversity and Ecosystem Research - Bulgarian Academy of Sciences / BG Karlovac University of Applied Sciences / CRO Ministry of Waters and Forests / RO Trnava University in Trnava, Faculty of Education / SK Institute for Multidisciplinary Research - University of Belgrade / SRB | | | | | | | | | | | | |
| Contact person: | <table border="1"> <tr> <td>Name:</td> <td>Univ. Prof. Dr. Thomas Hein</td> </tr> <tr> <td>Organisation:</td> <td>University of Natural Resources and Life Sciences, Vienna Institute of Hydrobiology and Aquatic Ecosystem Management (IHG)</td> </tr> <tr> <td>Address:</td> <td>[Street, street number, city, country]</td> </tr> <tr> <td>Phone:</td> <td>004314765481229</td> </tr> <tr> <td>E-Mail:</td> <td>measures_coord@boku.ac.at</td> </tr> <tr> <td>Website:</td> <td>www.boku.ac.at</td> </tr> </table> | Name: | Univ. Prof. Dr. Thomas Hein | Organisation: | University of Natural Resources and Life Sciences, Vienna Institute of Hydrobiology and Aquatic Ecosystem Management (IHG) | Address: | [Street, street number, city, country] | Phone: | 004314765481229 | E-Mail: | measures_coord@boku.ac.at | Website: | www.boku.ac.at |
| Name: | Univ. Prof. Dr. Thomas Hein | | | | | | | | | | | | |
| Organisation: | University of Natural Resources and Life Sciences, Vienna Institute of Hydrobiology and Aquatic Ecosystem Management (IHG) | | | | | | | | | | | | |
| Address: | [Street, street number, city, country] | | | | | | | | | | | | |
| Phone: | 004314765481229 | | | | | | | | | | | | |
| E-Mail: | measures_coord@boku.ac.at | | | | | | | | | | | | |
| Website: | www.boku.ac.at | | | | | | | | | | | | |
| FINANCING | | | | | | | | | | | | | |
| Available: (please tick a box) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partly <input type="checkbox"/> No | | | | | | | | | | | | |
| Total budget: | 2,512,931.08 € | | | | | | | | | | | | |
| Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info) | <table border="1"> <tr> <td><input checked="" type="checkbox"/> National/regional funds:</td> <td>State contributions: 152,149.47 € Public own contributions 191,546.07 €</td> </tr> <tr> <td><input checked="" type="checkbox"/> EU funds:</td> <td>ERDF 2,045,645.09 € IPA 90,346.27 €</td> </tr> <tr> <td><input type="checkbox"/> IFI loans:</td> <td>[Name of source and amount in EUR, i.e. loans by international financial institutions, e.g. EIB, EBRD]</td> </tr> </table> | <input checked="" type="checkbox"/> National/regional funds: | State contributions: 152,149.47 € Public own contributions 191,546.07 € | <input checked="" type="checkbox"/> EU funds: | ERDF 2,045,645.09 € IPA 90,346.27 € | <input type="checkbox"/> IFI loans: | [Name of source and amount in EUR, i.e. loans by international financial institutions, e.g. EIB, EBRD] | | | | | | |
| <input checked="" type="checkbox"/> National/regional funds: | State contributions: 152,149.47 € Public own contributions 191,546.07 € | | | | | | | | | | | | |
| <input checked="" type="checkbox"/> EU funds: | ERDF 2,045,645.09 € IPA 90,346.27 € | | | | | | | | | | | | |
| <input type="checkbox"/> IFI loans: | [Name of source and amount in EUR, i.e. loans by international financial institutions, e.g. EIB, EBRD] | | | | | | | | | | | | |

Project Data Sheet

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| | <input checked="" type="checkbox"/> Private funds: | Private own contribution 33,244.19 € |
| | <input type="checkbox"/> Other: | [Name of source and amount in EUR] |
| PROJECT ENVIRONMENT | | |
| Strategic reference: | DRBMP National management plans | |
| Relevant legislation: | Water Framework Directive Habitat Directive Bern Convention | |
| Other: | | |

Project Data Sheet

| OTHER RELEVANT ISSUES | |
|----------------------------------|--|
| Project requirements: | <p>[What is/will be needed for successful project completion? Any critical issues? If there were any issues during the project realization, specify how they were overcome.]</p> <p>MEASURES wants to build a stakeholder network across the DRB. This will be achieved by organising national and international workshops.</p> <p>The project includes pilot restocking of Russian sturgeon and Sterlet. Ex-situ gene stocks for these fish will be established.</p> <p>An eDNA method to detect the presence of rare Danube sturgeons is being developed.</p> <p>In the Danube and major tributaries, potential habitats for sturgeon and other migratory fish will be mapped according to literature and actual field work. A migratory fish habitat mapping manual will be produced. The results of the mapping activities in addition to the information based on discussions gathered in the workshops and the other activities mentioned above, will feed into the major output "Draft Strategy for the Danube Ecological Corridor".</p> <p>All these output will be publicly available via the MEASURES Information System (MIS).</p> |
| Follow-up project: | - |
| Any other issues: | - |
| META DATA | |
| Dated created / by: | - |
| Date of last update / by: | - |
| INTEGRATED PLANNING APPROACH | |
| Planning approach: | - |
| Progress: | - |
| PUBLIC INVOLVEMENT | |
| Time: | - |
| Level of involvement: | - |
| Progress: | - |

Project Data Sheet

| INTERDISCIPLINARY PLANNING TEAM | |
|---|---|
| Planning bodies: | - |
| Time: | - |
| Transboundary and international aspects: | - |
| Progress: | - |
| NEW: SUSTAINABLE INFRASTRUCTURE SOLUTIONS | |
| Technical solutions: | - |
| Improved navigations conditions and impacts on the environment: | - |
| Progress: | - |