

# Emergency Fairway Maintenance in the Bulgarian–Romanian Section of the Danube River

EUSDR PA1a and DC Joint Workshop on waterway  
management  
Budapest, Hungary  
4 March 2026



Executive Agency  
**EXPLORATION AND MAINTENANCE  
OF THE DANUBE RIVER**

# Major violations and emergency actions in 2025 – 2026



Date	Stack Vessel	Region
06.01.2026	Convoy of 3 vessel and one barge	Batin island
06.01.2026	Cargo barge	Mishka island
09.01.2026	Cargo barge	Zimnicea
08.06.2025	Convoy with 2 vessels	Somovit
26.06.2025	Vessel with 9 cargo barges	Batin island
05.07.2025	Vessel with 4 cargo barges	Belene island
06.07.2025	Vessel with 4 cargo barges	Belene island
07.07.2025	Vessel with 1 barge	Belene island
16.07.2025	Vessel with 6 cargo barges	Belene island
29.09.2025	Single vessel	Batin island
15.10.2025	Motor tanker	Vardim island
16.11.2025	Vessel with 4 barges	Somovit
16.11.2025	Single vessel	Batin island
18.11.2025	Vessel with 6 barges	Somovit

# m/s Absolut: 06 Jan 2026 – Grounding and sinking Incident (rkm 529–527, Batin Island)



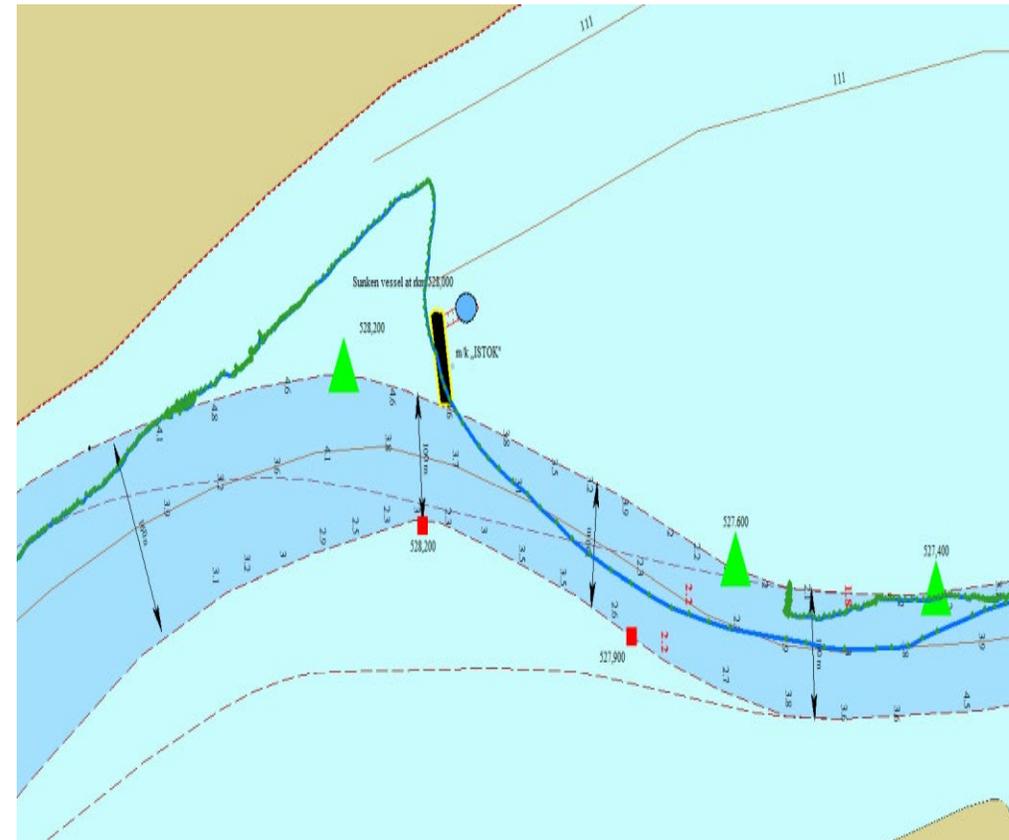
M/s *Absolut* (draught 2.5 m) grounded outside the fairway. Left the fairway at 13:28 for unknown reasons.

Approached a charted wreck marked by green buoy (rkm 528.200).



Convoy grounded near the wreck.

07 Jan 2026: Barge *PZ 14803* reported sunk (RIS Report No. 12).



# m/s Absolut: 06 Jan 2026 – Grounding Incident (rkm 529–527, Batin Island)

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## 07 Jan 2026:

- Passing vessel confirmed sinking of *PZ14803*.
- The marking vessel *Osam* suspended its scheduled maintenance trip to assess the situation.
- Hydrographic vessel was sent for emergency survey in the area.



# Ukrainian cargo barge: Sinking Incident (rkm 463.400, Mishka island)

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**06 Jan 2026:**

- Ukrainian cargo barges – partly sinking with steel cargo



# Phoenix Jupiter: Sinking Incident (rkm 553.500, port Zimnicea)

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**09 Jan 2026:**

- The Phoenix Jupiter section part of the convoy of m/s Phoenix venus.



# m/s Navitas: 08 June 2025 – Grounding Incident (rkm 608.700, Somovit)



## Dredging near Somovit (rkm 609.0 – rkm 608.5)

Notice to Skippers No. 39 was issued  
(caution & reduced speed required)

08 June 2025 – 19:20:

**M/s NAVITAS (in convoy with PETRAN)  
grounded at km 608.700 out of the fairway  
limits**

NAVITAS - 264163509 🇷🇺 📄  
Last message: 13.06.2025 08:24:19(#8-200-10)

Ship type: **Vessel, type unknown**  
Nav. Status: **Aground**  
Destination: **CONSTANTA**  
ETA: **10.06.2025 15:00:00**

UEVIN: **02328781**      IMO: **0**  
Length: **135 m**      Width: **14.2 m**  
Loaded: **Loaded**      Hazard: **No**  
Crew: **6**      Passengers: **0**  
SOG: **0 km/h**      COG: **14.9 °**

CallSign: **YP3509**  
Draught: **3.55 m**  
Blue sign: **No**  
Personnel: **0**  
RKM: **608.7**

1 of 1

NAVITAS

# Convoy violated NtS on 26.06.2025

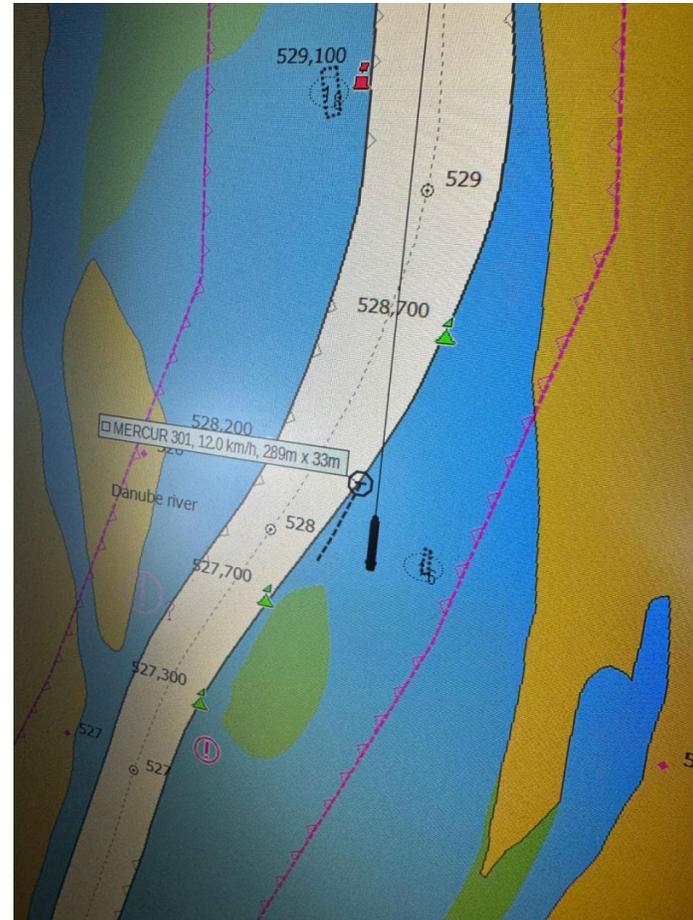
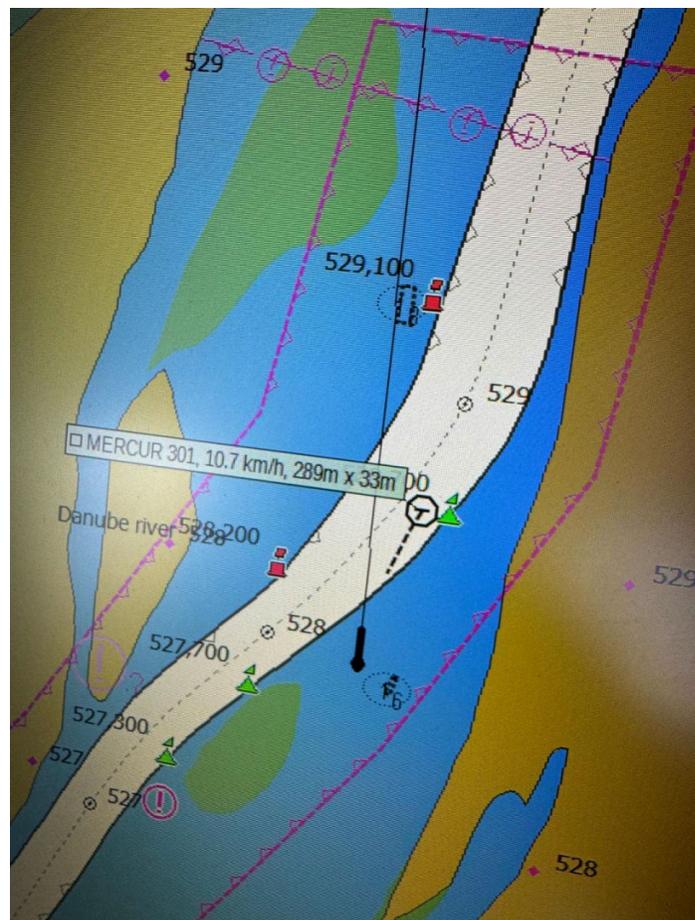


**Dredging in progress (km 528.100–527.600) – reduced width & limiting depths**

**Allowed configuration: max. 2 widths × 2 lengths**

**Configuration: 3 × 3 convoy (9 barges)**

**Draught: 21 dm (allowed: 20 dm)**



The captain disregarded all recommendations and instructions, which compromised the dredging works.



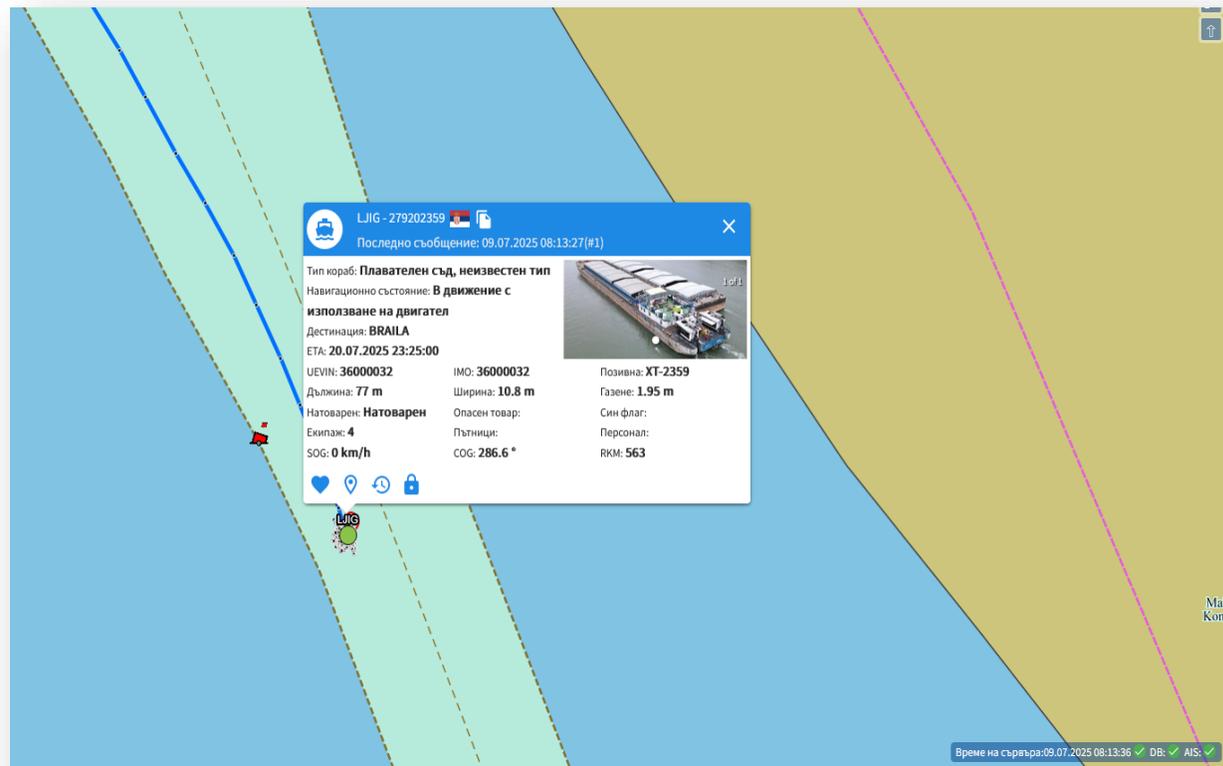




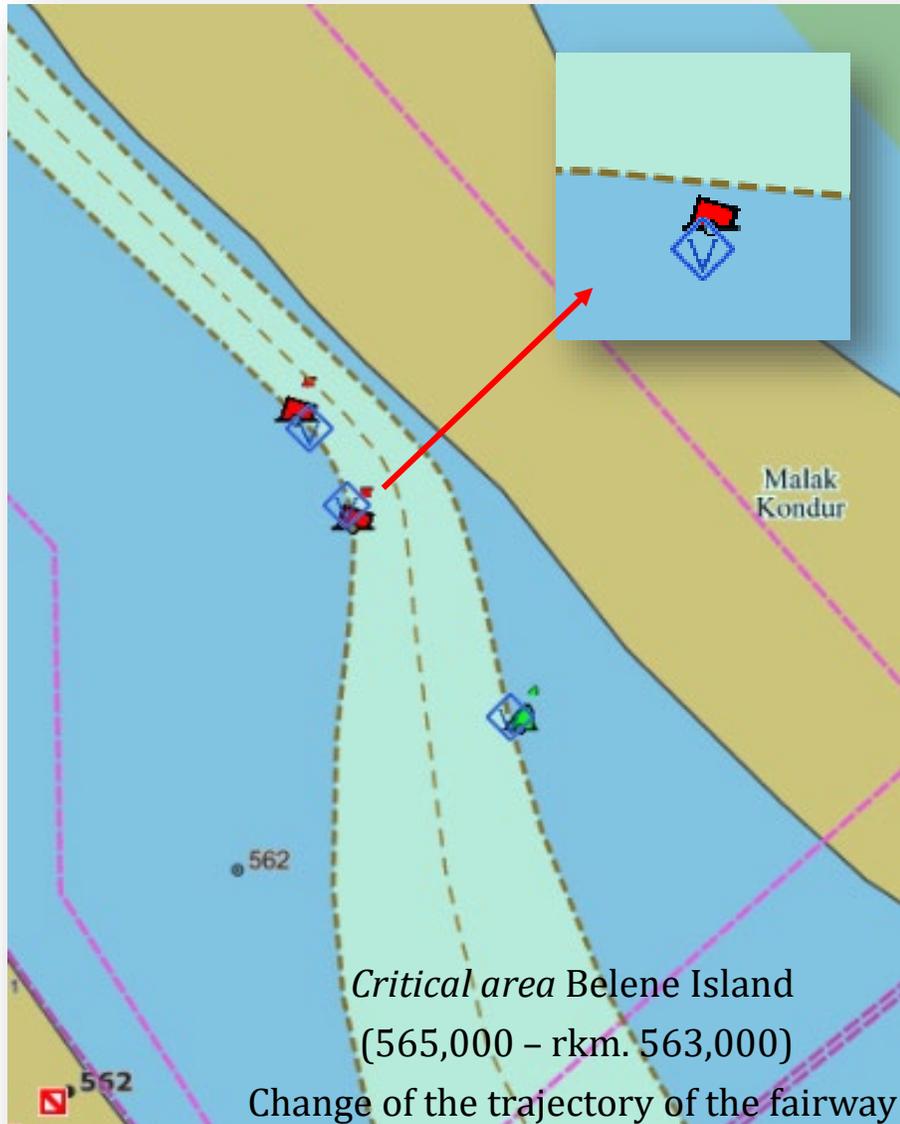
# m/s Lijg: 07 July 2025 – Grounding at bottleneck Belene



- Vessel grounded traveling downstream to Braila
  - AIS Draught of m/s Lijg: **1.95 m – Not updated**
  - **Real draught: 1.7 m**
  - Min depth on the bottleneck on 07.07.2025 – **1.8 m**
  - Repeatedly warned by BULRIS
- Hydrographic survey in the area, new fairway
  - Virtual AtoNs installed
  - New Fairway blocked again
  - Fairway marking had to be updated by the vessel Osam



# Marking with virtual AtoNs



If **immediate intervention** is required (a change in the fairway, loss or relocation of a buoy), we can respond promptly by visualizing **virtual AtoNs**.

This ensures continuous navigational awareness until the arrival of the marking vessel to restore or change the marking.

# Tanker: 15 Oct. 2025 – Grounding at bottleneck Vardim



- Travelling upstream in the area of Flexible infrastructure pilot activity
- Draught of tanker with 2073 t diesel fuel: **2.7 m**
- Min depth on the bottleneck on 15.10.2025: **2.3 m**
- Repeated warnings by BULRIS

1<sup>st</sup> day of Flexible infrastructure pilot activity was compromised –  
PIMK pusher and APPD vessel participated in the saving operation

## 16 Oct 2025

- Hydrographic survey had to be performed
- Fairway marking was updated by *Osam*

FORENS - 264163410

Last message: 15.10.2025 14:56:53(#1)

Ship type: **Motor tanker**

Nav. Status: **Under way using engine**

Destination: **SMEDEREVO**

ETA: **22.10.2025 03:00:00**

UEVIN: **02327356**      IMO: **0**      CallSign: **YP3410**

Length: **124.8 m**      Width: **11.4 m**      Draught: **2.7 m**

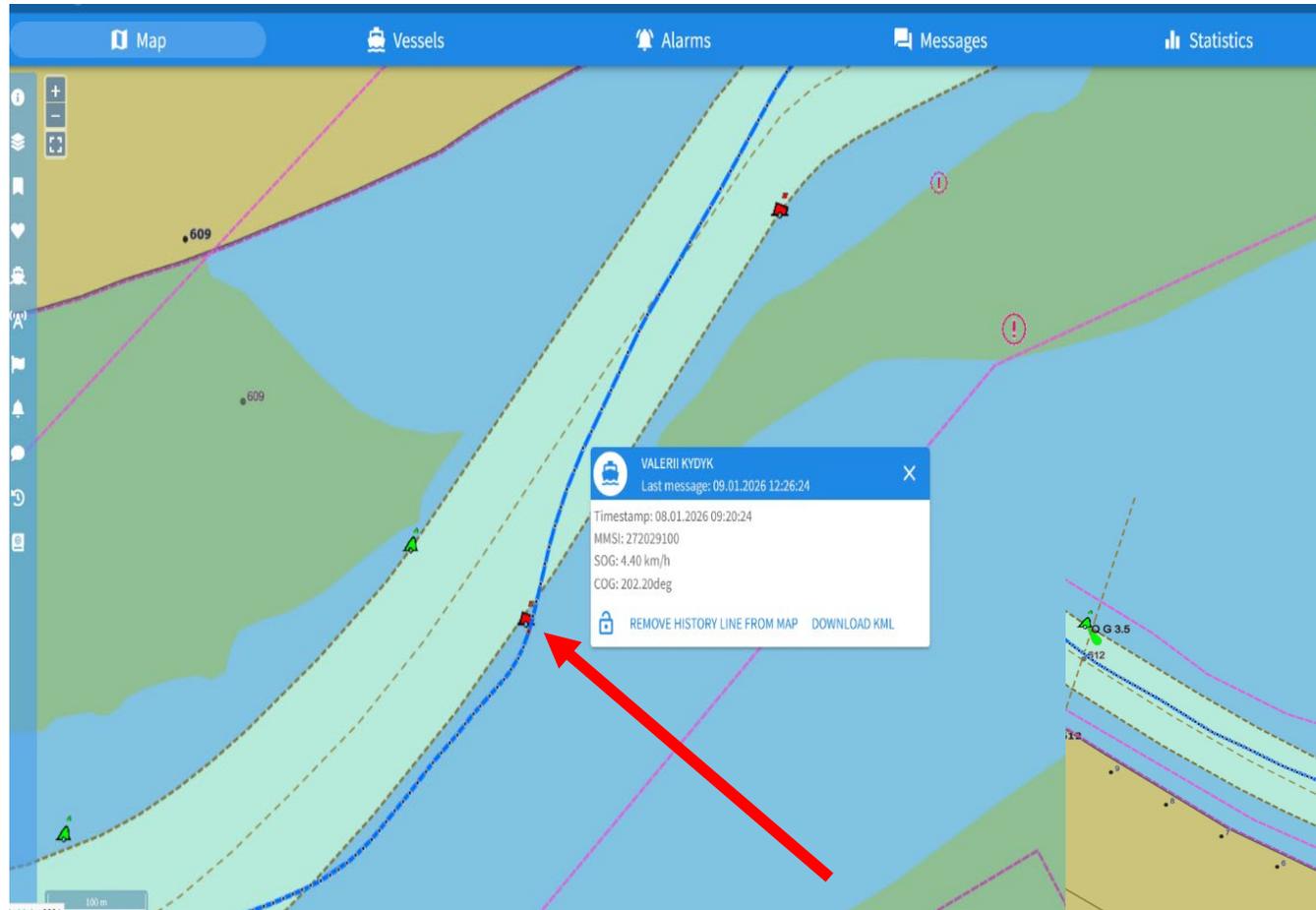
Loaded: **Loaded**      Hazard:      Blue sign:

Crew: **5**      Passengers: **0**      Personnel: **0**

SOG: **0 km/h**      COG:      RKM: **543.3**



# Emergency actions to restore missing floating signalization due to violations



VALERII KYDYK - 272029100

Last message: 09.01.2026 12:26:39(#8-200-10)

Ship type: **Pushtow, six cargo barges**

Nav. Status: **Under way using engine**

Destination: **SMEDEREVO**

ETA: **17.01.2026 14:00:00**

UEVIN: **42000019** IMO: **0**

Length: **262 m** Width: **22 m**

Loaded: **Loaded** Hazard:

Crew: **10** Passengers: **0**

SOG: **3.7 km/h** COG: **272.8 °**

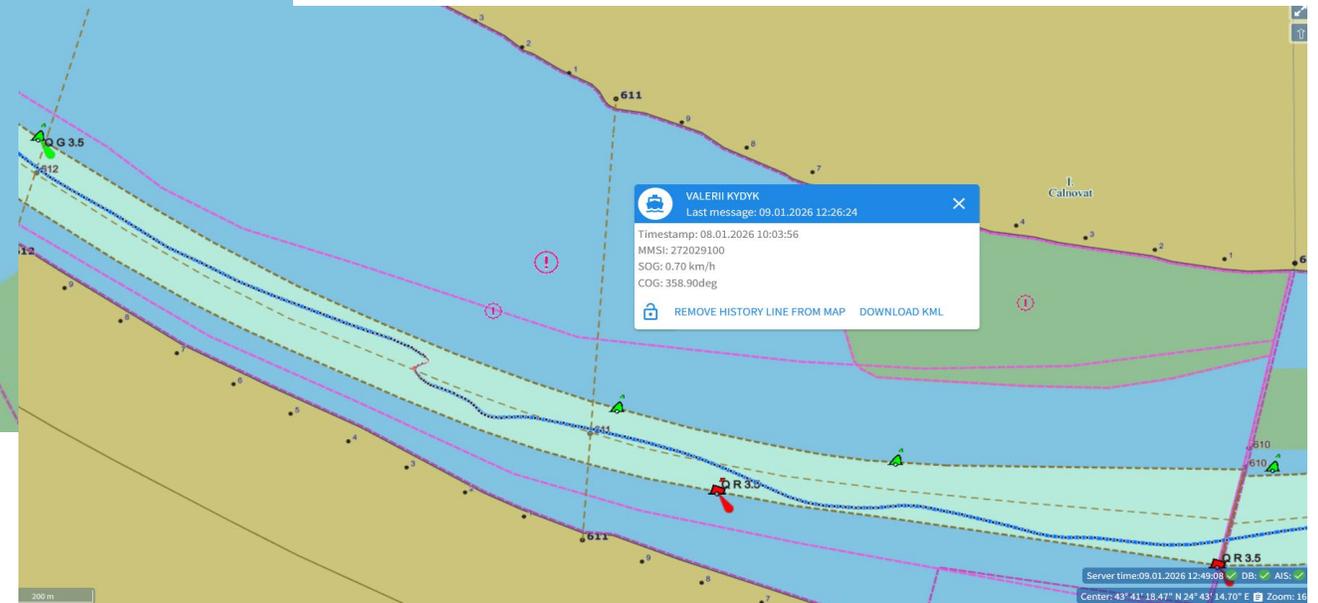
CallSign: **UZAA**

Draught: **2.5 m**

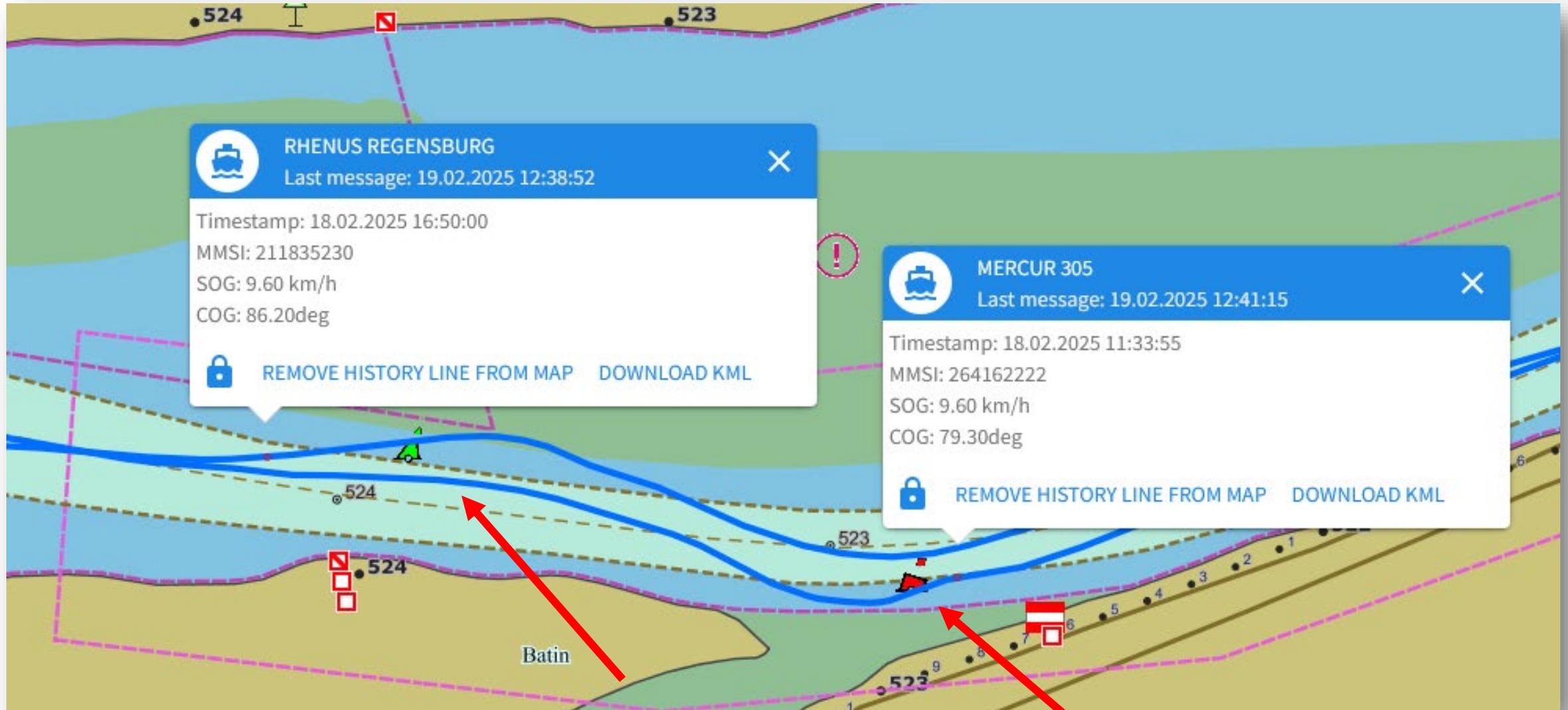
Blue sign:

Personnel: **0**

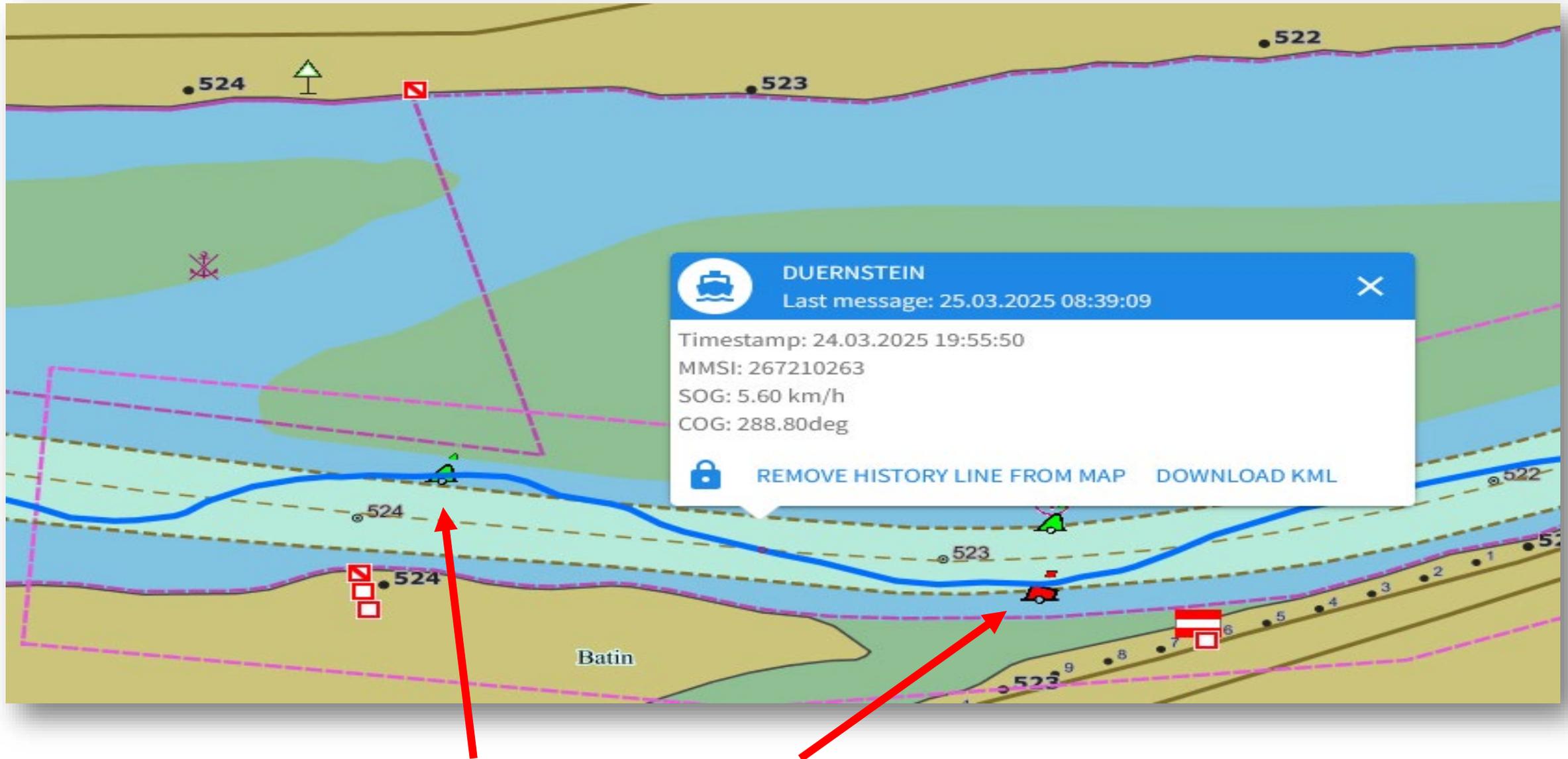
RKM: **683.8**



# Emergency actions to restore missing floating signalization due to violations



# Emergency actions to restore missing floating signalization due to violations



# Improvement of the navigational infrastructure under DISMAR project



- **1020 new coastal signs** - delivered;
  - **150 new floating signs (buoys)** – 80 red and 70 green - delivered;
  - **150 LED lanterns** with built-in AIS System, Type 1 and Type 3 systems and solar panels for buoys -delivered;
  - **20 lamps** without AIS systems for beacons - delivered.
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- **A vessel for maintaining the coastal signalization is currently under construction** – to be completed by October 2026



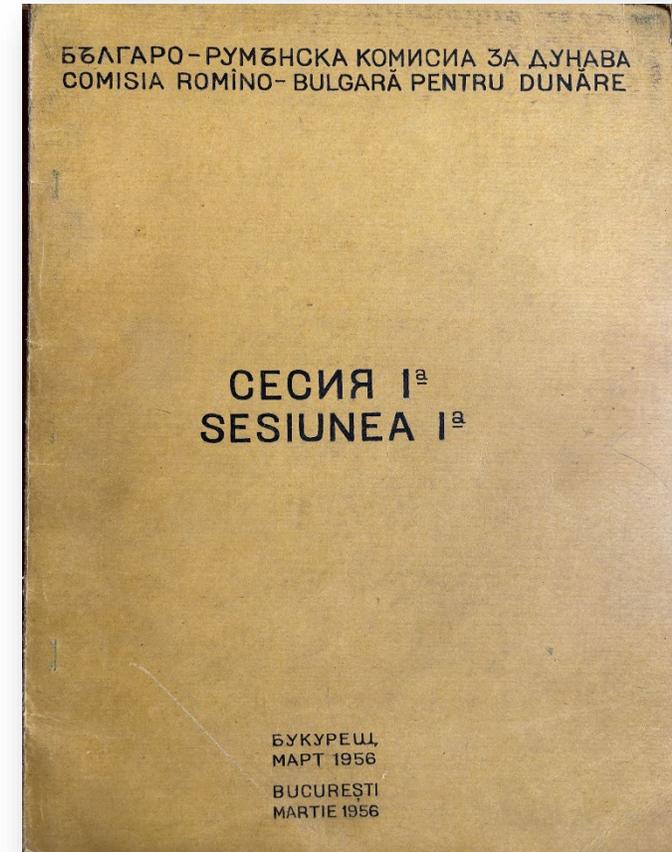
# Protection of floating signalization has been a main issue since 1955

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First Session of the Joint Bulgarian-Romanian Commission, **31 March 1956**, Bucharest, Romania

**Conclusions:** “...It was found that many floating navigational signals were damaged and removed by unknown skippers. Port authorities of each country should take measures to prevent such incidents in the future.”



# Stakeholder and Control Authority Meetings

## Addressing the Rise in Incidents in 2025–2026

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- **4 March 2025:** EUSDR PA1a and DC Joint Workshop on waterway management;
- **30 July 2025:** Extraordinary session of the Joint Bulgarian-Romanian Commission for the Fairway, focused on addressing critical navigation conditions in the common sector of the Danube River due to low water levels and the increasing number of incidents involving grounded vessels;
- **24 September 2025:** Presented the hydrological situation to the major Shipowners in Belgrade;
- **12 January 2026:** Urgent meeting between APPD, the River Supervision Directorate – Ruse, the Emergency and Rescue Activities Directorate within EA Maritime Administration, Border Police, and BULRIS to discuss the challenges related to control and prevention aimed at preserving the good condition of the fairway.
- Online meetings with stakeholders.

# Proposed Control and Prevention Measures for Maintaining Safe and Reliable Fairway Conditions

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- Discussion on possible measures during 76th ordinary session of the Joint Romanian–Bulgarian Commission for the Danube River fairway maintenance (25–26 February 2026)
- Organizing a management-level meeting between the administrations responsible for ensuring safe navigation;
- Organizing Joint Bulgarian-Romanian Inspections on the Danube (not only in ports) by the responsible administrations – Bulgarian Maritime Administration, Romanian Naval Agency and/or Border Police from both Countries;
- Drafting necessary regulatory documents/ joint inspections protocols;
- Pro-active approach – VTS observation, visual checks, common sense;
- When necessary imposing adequate sanctions (w/o suspending licenses).

# Thank you for the attention!

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Budapest, Hungary  
04 March 2025



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