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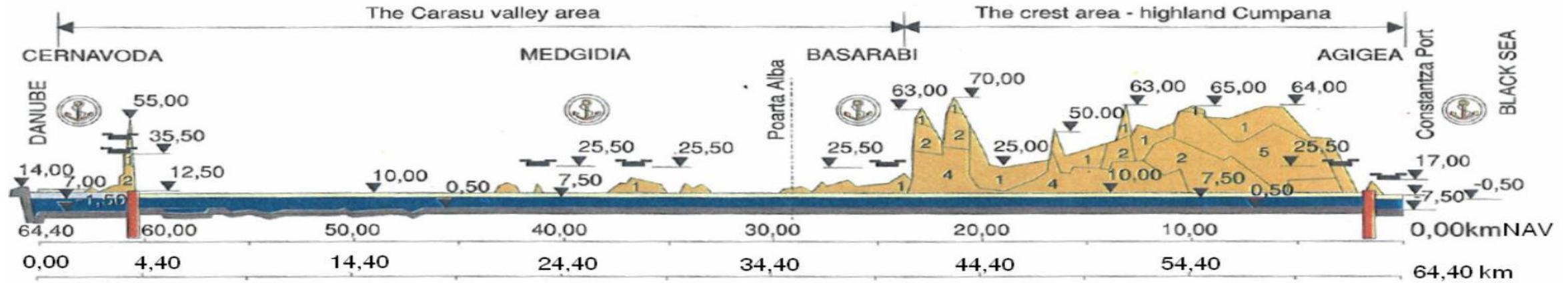
Expert Meeting on Hydrotechnical Matters

DANUBE COMMISSION

Topic 3 - Information from the Member States
– possible new projects

Budapest, 05032026-Moren ABDURAFI/ ACN

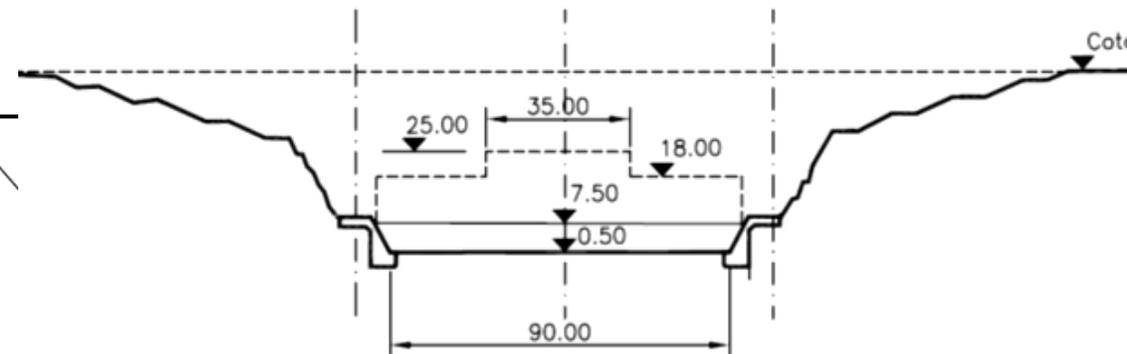
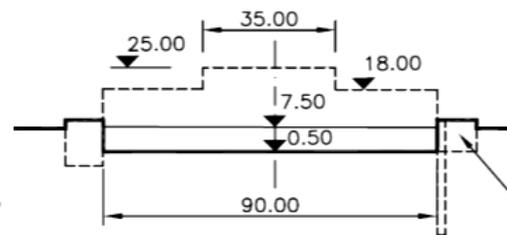
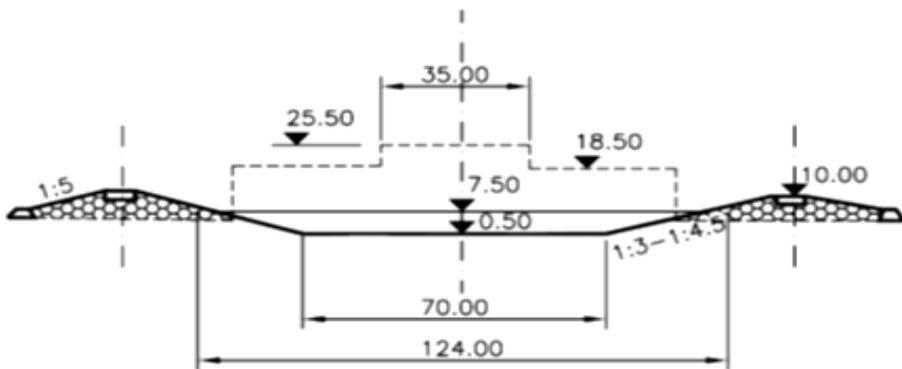
LONGITUDINAL PROFILE

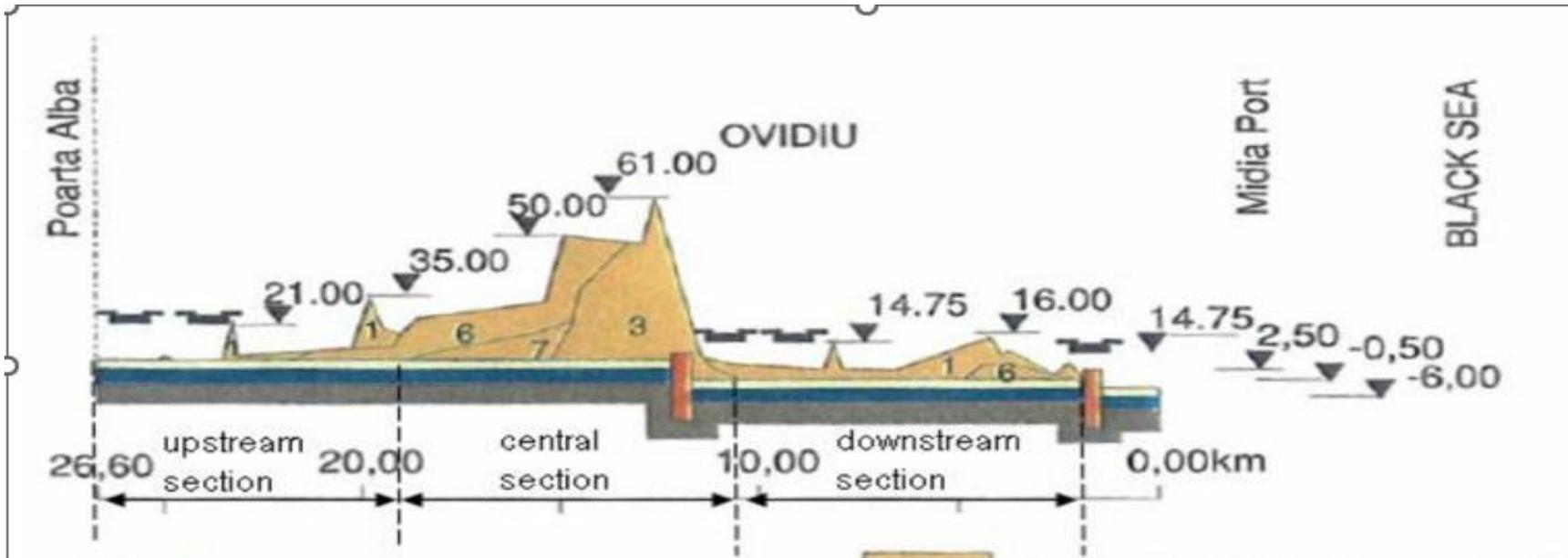


A. SECTORUL VAII CARASU SI TRAVERSARE LAC AGIGEA

B. SECTOR IN TRANSVERSAREA ORASULUI MEDGIDIA

C. SECTORUL DE PLATOU





Modernization of navigable canals: Danube Black Sea Canal and Poarta Alba Midia Navodari Canal in order to increase navigation safety conditions - design & works

Global project:

Estimated implementation period: 71 months

11 months – technical design

60 luni – works

Estimated value: 338 million euro (including VAT)

Objectives for both Danube-Black Sea canal and Poarta Alba-Midia Navodari canal:

- modernization, rehabilitation and completion of bank protection and consolidation works on sectors with high banks;
- modernization and rehabilitation of the drainage and collection system for rainwater and exfiltration and the execution of the culverts at the natural terrain level on sectors with high banks;
- modernization and rehabilitation of the shore defense of the trapezoidal section;
- modernization of access and exploitation roads, including footbridges and bridges.
- works to combat soil erosion and planting shrubs in the Murfatlar - Agigea sector.
- construction of a new fiber optic installation channel for the RoRIS-ACN communications system

Modernization of navigable canals: Danube Black Sea Canal and Poarta Alba Midia Navodari Canal in order to increase navigation safety conditions - design & works

A prioritization of execution of the works:

1. **Danube Black Sea Canal- section km 41(Basarabi)- km 62(Agigea Locks) (left bank /right bank) , due to high potential of landslides(difference up to 50 m between natural ground and road service)**
2. **Poarta Alba Midia Navodari Canal section km 8 - km 15(upstream Ovidiu Locks) (left bank /right bank) , due to high potential of landslides /unfinished works(difference up to 50 m between natural ground and road service)**
3. **Danube Black Sea Canal section km 0 (confluence with Danube River) – km 41(Basarabi) (left bank /right bank) , due to high erosion and damages of the stone shore protection . Increase of the navigation speed of convoys is not recommended due to wave action done by convoys which can speed up the destruction process.**
4. **Poarta Alba Midia Navodari Canal section km 0 - km 8 (left bank /right bank), due to high erosion and damages of the stone shore protection . Increase of the navigation speed of convoys is not recommended due to wave action done by convoys which can speed up the destruction process.**
5. **Poarta Alba Midia Navodari Canal section km 15 - km 22(Navodari locks) including Luminita Branch (5 km up to port Luminita) (left bank +right bank), due to high erosion and damages of the shore protection . Increase of the navigation speed of convoys is not recommended due to wave action done by convoys which can speed up the destruction process.**
6. **Dredging activities on Danube Black Sea Canal and Poarta Alba Midia Navodari Canal (does not include the confluence with Danube River) on entire length in order to remove the small obstacles and alluvial materials from the shore area**

Modernization of navigable canals: Danube Black Sea Canal and Poarta Alba Midia Navodari Canal in order to increase navigation safety conditions - design & works

1. Danube Black Sea Canal- section km 41(Basarabi)- km 62(Agigea Locks) (left bank /right bank) , due to high potential of landslides(difference up to 50 m between natural ground and road service)



2001- 2005



2019- 2026

Modernization of navigable canals: Danube Black Sea Canal and Poarta Alba Midia Navodari Canal in order to increase navigation safety conditions - design & works

1. Danube Black Sea Canal- section km 41(Basarabi)- km 62(Agigea Locks) (left bank /right bank) , due to high potential of landslides(difference up to 50 m between natural ground and road service)



2025

Modernization of navigable canals: Danube Black Sea Canal and Poarta Alba Midia Navodari Canal in order to increase navigation safety conditions - design & works

A prioritization of execution of the works:

2. Poarta Alba Midia Navodari Canal section km 8 - km 15(upstream Ovidiu Locks) (left bank /right bank) , due to high potential of landslides /unfinished works(difference up to 50 m between natural ground and road service)



Modernization of navigable canals: Danube Black Sea Canal and Poarta Alba Midia Navodari Canal in order to increase navigation safety conditions - design & works

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Modernization of navigable canals: Danube Black Sea Canal and Poarta Alba Midia Navodari Canal in order to increase navigation safety conditions - design & works

A prioritization of execution of the works:

4. Poarta Alba Midia Navodari Canal section km 0 - km 8 (left bank /right bank), due to high erosion and damages of the stone shore protection . Increase of the navigation speed of convoys is not recommended due to wave action done by convoys which can speed up the destruction process.



Modernization of navigable canals: Danube Black Sea Canal and Poarta Alba Midia Navodari Canal in order to increase navigation safety conditions - design & works

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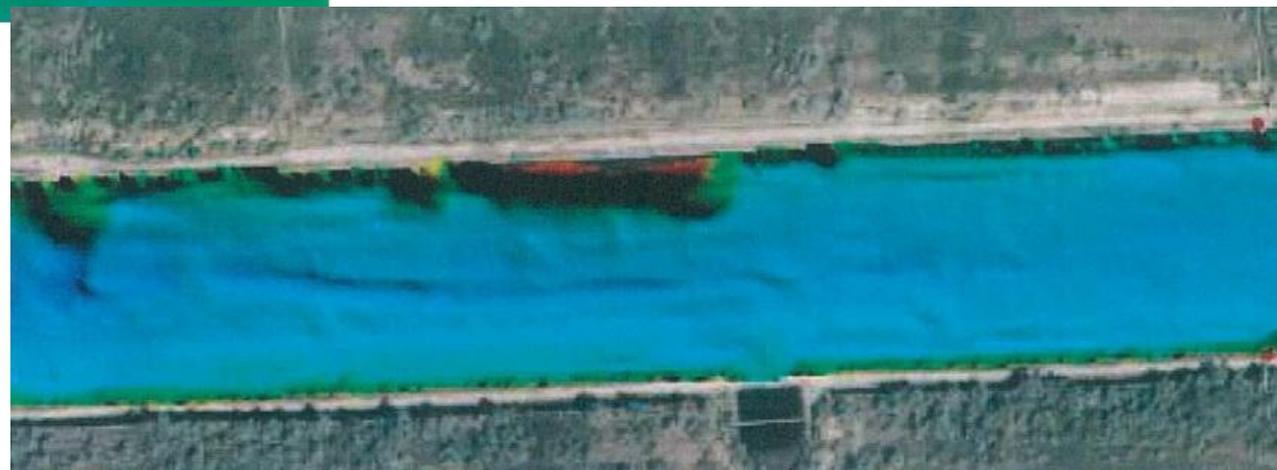
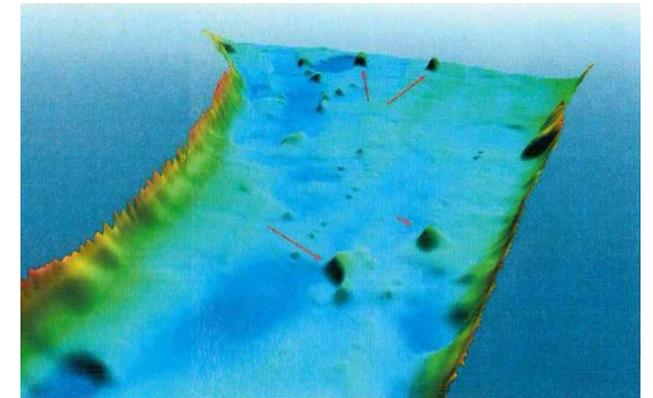
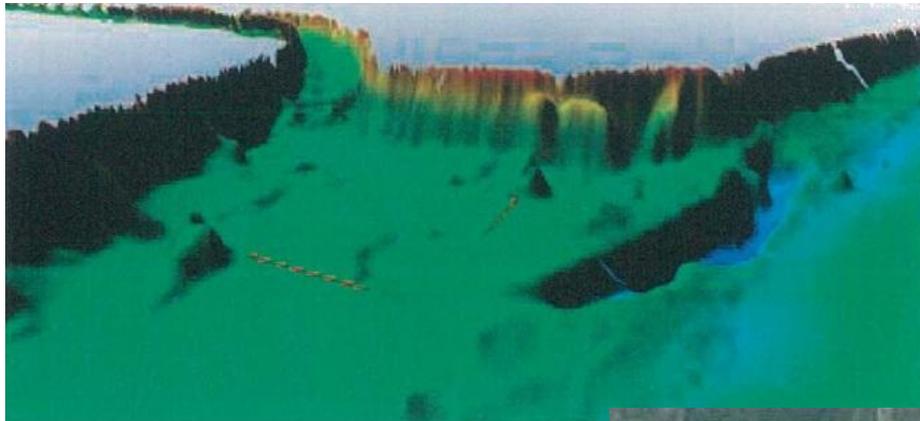
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A prioritization of execution of the works:

6. Dredging activities on Danube Black Sea Canal and Poarta Alba Midia Navodari Canal (does not include the confluence with Danube River) on entire length in order to remove the small obstacles and alluvial materials from the shore area





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Thank you for your attention!

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Thank you for your attention!



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