



# Navigationnal Incidents on RO-BG Danube sector km 375 – km 845, During 2025



*Budapest, 2026  
River Administration of the Lower Danube Galati*

## *2025 - NAVIGATION INCIDENTS, km 375 – km 845*

No.	Incidents	BG sector	RO sector
1	Fairway grounding	5	4
2	Outside fairway grounding	15	4
3	Fairway blocked	2	0
4	Collission	2	1
5	Sinking	2	0

### *Number of incidents*

## *2025 - NAVIGATION INCIDENTS, km 375 – km 845*

No.	Period	BG sector	RO sector	Min. Depth
1	January – February	15	0	> 2.5
2	June	14	0	> 2.5
3	July	8	23	< 2.5
4	September - October	9	41	< 2.5
5	October - November	10	0	> 2.5
6	December 2025 – January 2026	22	0	> 2.5

### *Number of days, grounding*

## ***2025 - NAVIGATION INCIDENTS, km 375 – km 845***

<b>No.</b>	<b>River km</b>	<b>Sector</b>	<b>Incidents</b>	<b>Administrator</b>
<b>1</b>	526.300 - 528	Batin	5	APPD Ruse
<b>2</b>	542 - 543	Vardim	4	APPD Ruse
<b>3</b>	563 – 563.300	Belene	2	APPD Ruse
<b>4</b>	607 - 608	Somovit	2	APPD Ruse
<b>5</b>	735 -738+900	Linovo	2	AFDJ Galati
<b>6</b>	626 - 632	Corabia	1	AFDJ Galati

***Number of incidents, by critical sector***

## ***2025 - NAVIGATION INCIDENTS, km 375 – km 845***

- **Total number of incidents** – in 2025: 24,
  - 8 in RO sector
  - 16 in BG sector.
- **Grounding vessels in fairway** – 9,
  - 4 in RO sector
  - 5 in BG sector;
- **Vessels which block the fairway** - 2;
- **Collisions** - 3 incidents,
  - 1 in RO sector
  - 2 in BG sector.
- **Sinking vessels** – 2, (km 553,8 and km 527,5)
- **Grounding vessels for a long period** – 2,
  - km542, 15 days, outside of the fairway (Jan - Feb 2025), depths > 2.5 m.

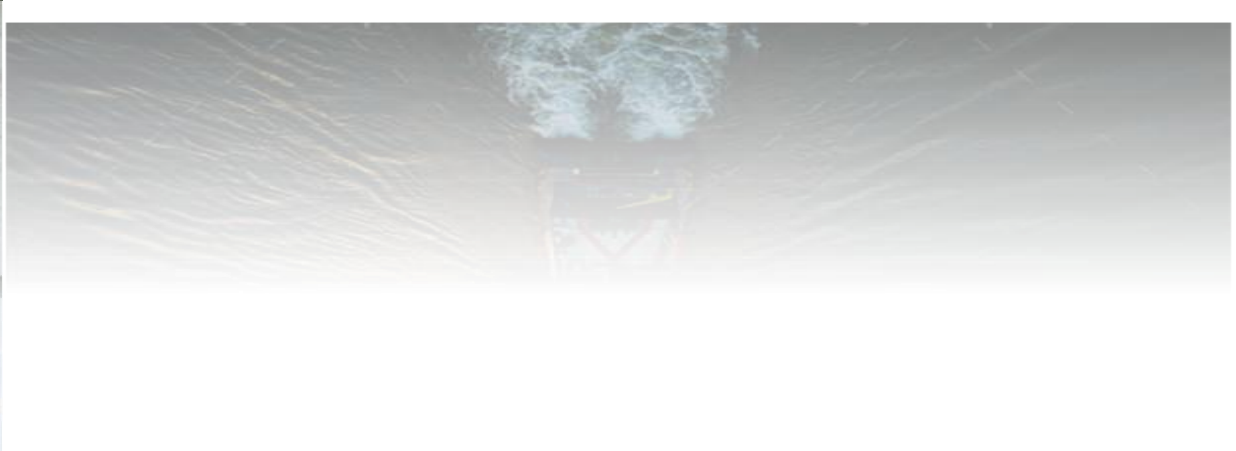
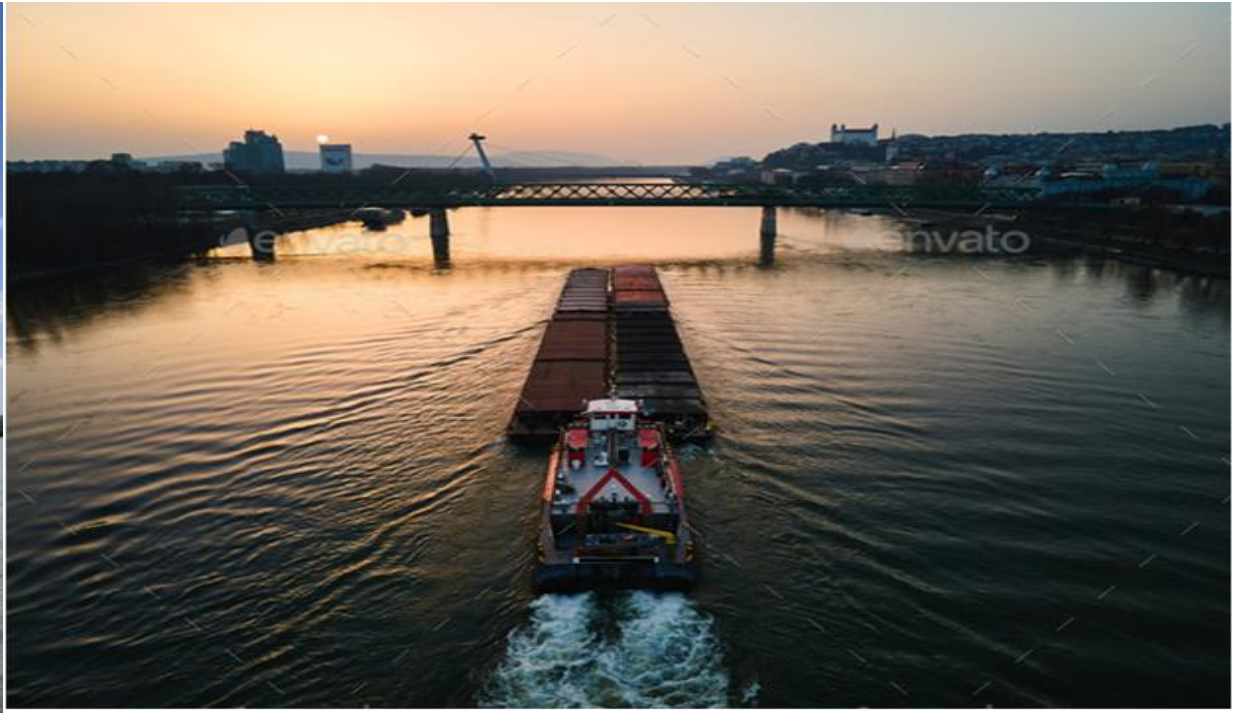
## ***2025 - NAVIGATION INCIDENTS, km 375 – km 845***

- 1 grounding – 14 days, June, depths > 2.5 m, km 608,2;
- 2 grounding – 8 days, July,
  - km 563, in fairway,
  - km 409,5, outside of fairway;
- 1 grounding – 23 days, June – July, km738,9, depths < 2.5 m;
- 1 grounding – 9 days, October, km526,3, depths < 2.5 m;
- 1 grounding – 41 days, Sept – November, km622,5, depths < 2.5 m, outside of fairway;
- 1 grounding – 10 days, October – November, km 575,6, depths > 2.5 m;
- 1 grounding – 10 days, Dec – Jan, km 512, depths > 2.5 m;
- 1 grounding – 22 days, Dec 2025 – Jan 2026, km 590, outside of fairway, depths > 2.5 m;
- 1 grounding – 18 days, Dec 2025 – Jan 2026, km 553,8, depths > 2.5 m, sinking vessels;
- 1 grounding – 2 days, Jan 2026, km 527,5, depths > 2.5 m, sinking vessels.



# Galati Lower Danube River Administration, ROMANIA

## AFDJ Galati team



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

Working group on technical matters (WG TECH)  
Danube Commission  
Budapest, Hungary  
12 May 2026



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

# Major violations and emergency actions in 2025



Date	Stack Vessel	Region
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

# Major violations and emergency actions in 2026



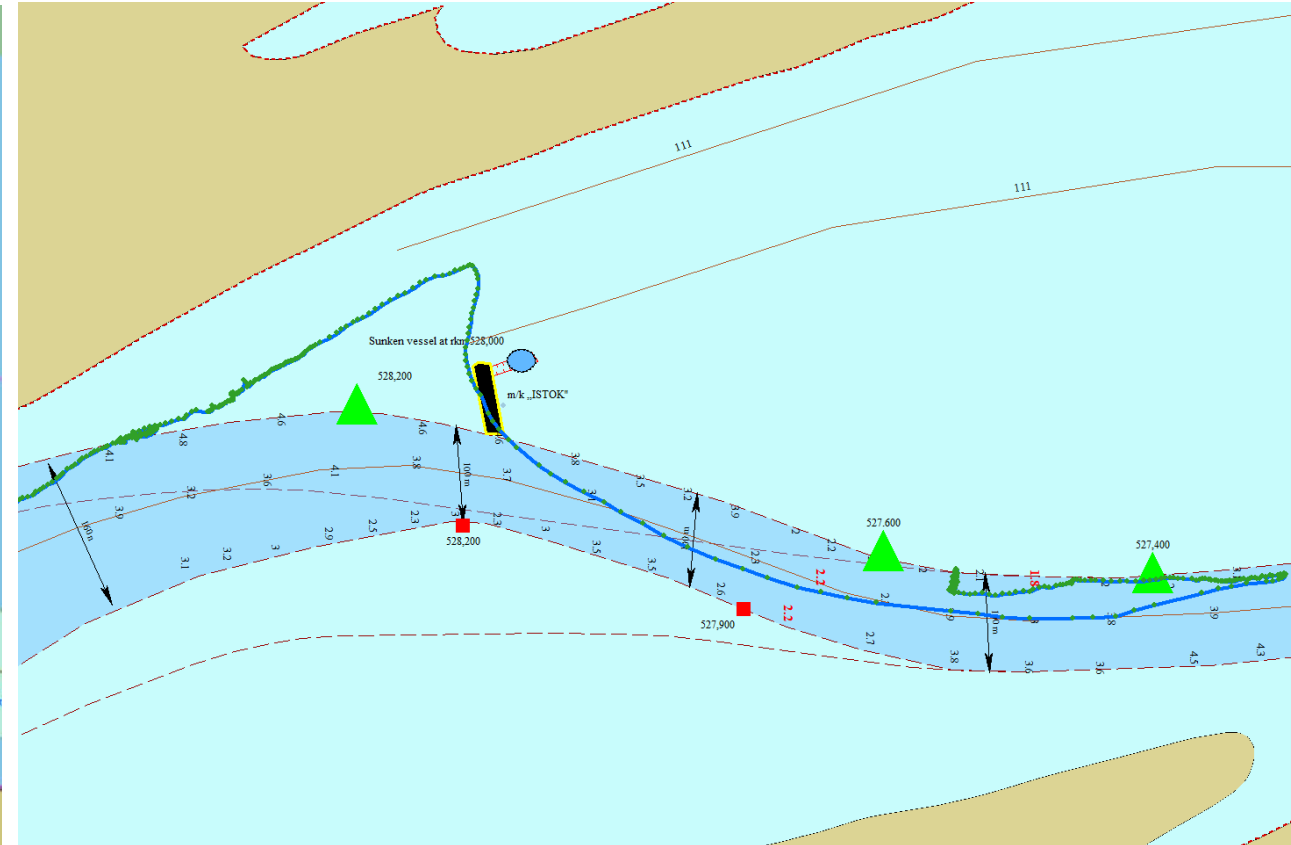
Date	Stack Vessel	Region
06.01.2026	Convoy of 3 vessel and one barge	Batin island
06.01.2026	Cargo barge	Mishka island
09.01.2026	Cargo barge	port Zimnicea
04.02.2026	Convoy with 9 cargo barges	Somovit
12.02.2026	Motor tanker	Batin island
13.03.2026	Single vessel	Vrav
25.03.2026	Vessel with 6 cargo barges	Somovit
26.03.2026	Convoy with 6 cargo barges	Somovit
28.03.2026	Single vessel	Batin island
11.04.2026	Vessel with 4 cargo barges	port Zimnicea

# 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:

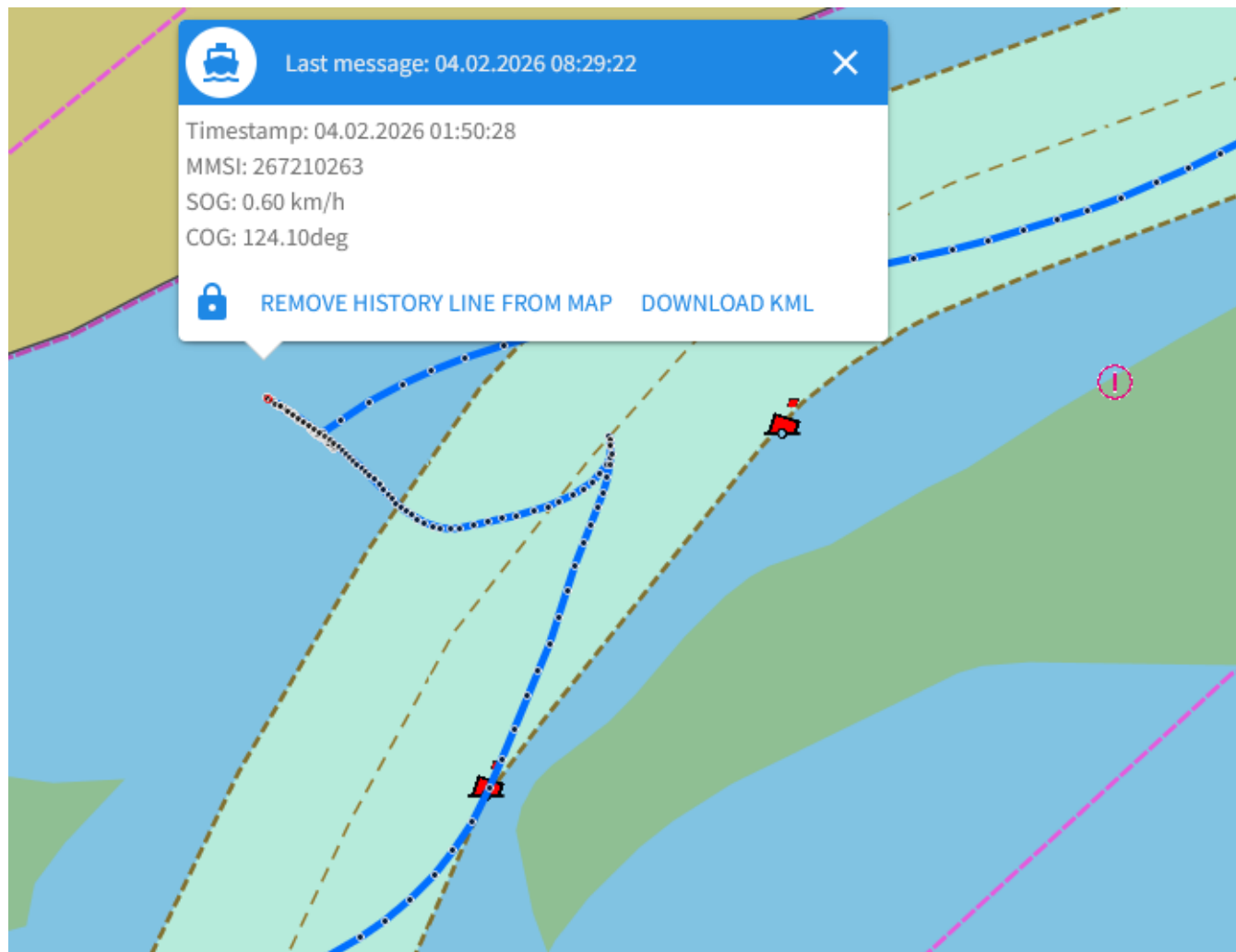
- The Phoenix Jupiter section part of the convoy of m/s Phoenix venus.





# 04 Feb 2026 – Grounding Incident (rkm 609–607, Somovit)



M/s *Durnstein* (draught 2.5 m) grounded on the fairway and closed it at 01:40h. (RIS Report No. 43)



**DURNSTEIN - 267210263**  

Last message: 04.02.2026 08:31:08(#1)

Ship type: **Pushtow, nine or more barges**

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

Destination: **SMEDEREVO**

ETA: **08.02.2026 20:00:00**

UEVIN: <b>05700770</b>	IMO: <b>0</b>
Length: <b>275.5 m</b>	Width: <b>44.4 m</b>
Loaded: <b>Loaded</b>	Hazard:
Crew: <b>7</b>	Passengers: <b>0</b>
SOG: <b>5.7 km/h</b>	COG: <b>237.1 °</b>





CallSign: **OMPV**

Draught: **2.5 m**

Blue sign:

Personnel: **0**

RKM: **644.8**

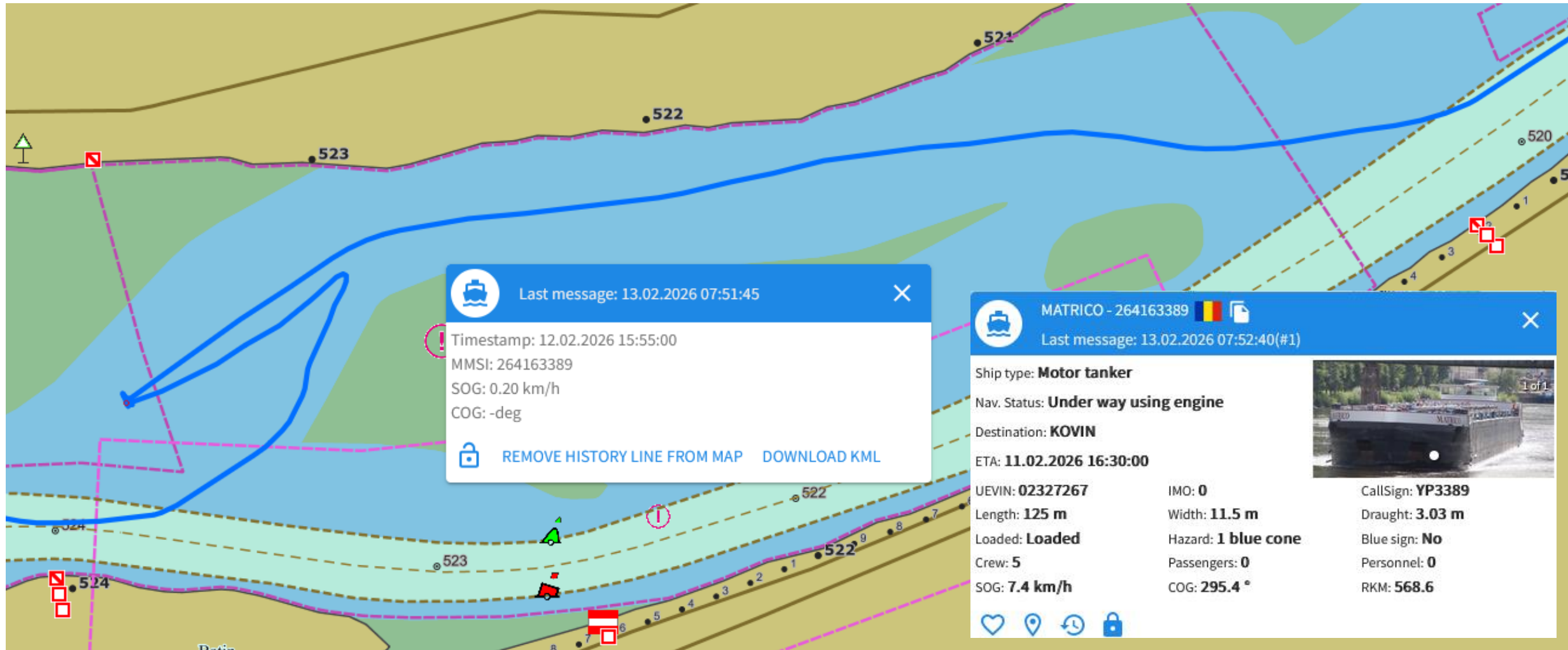
   



# 12 Feb 2026 – Grounding Incident (rkm 609–607, Somovit)



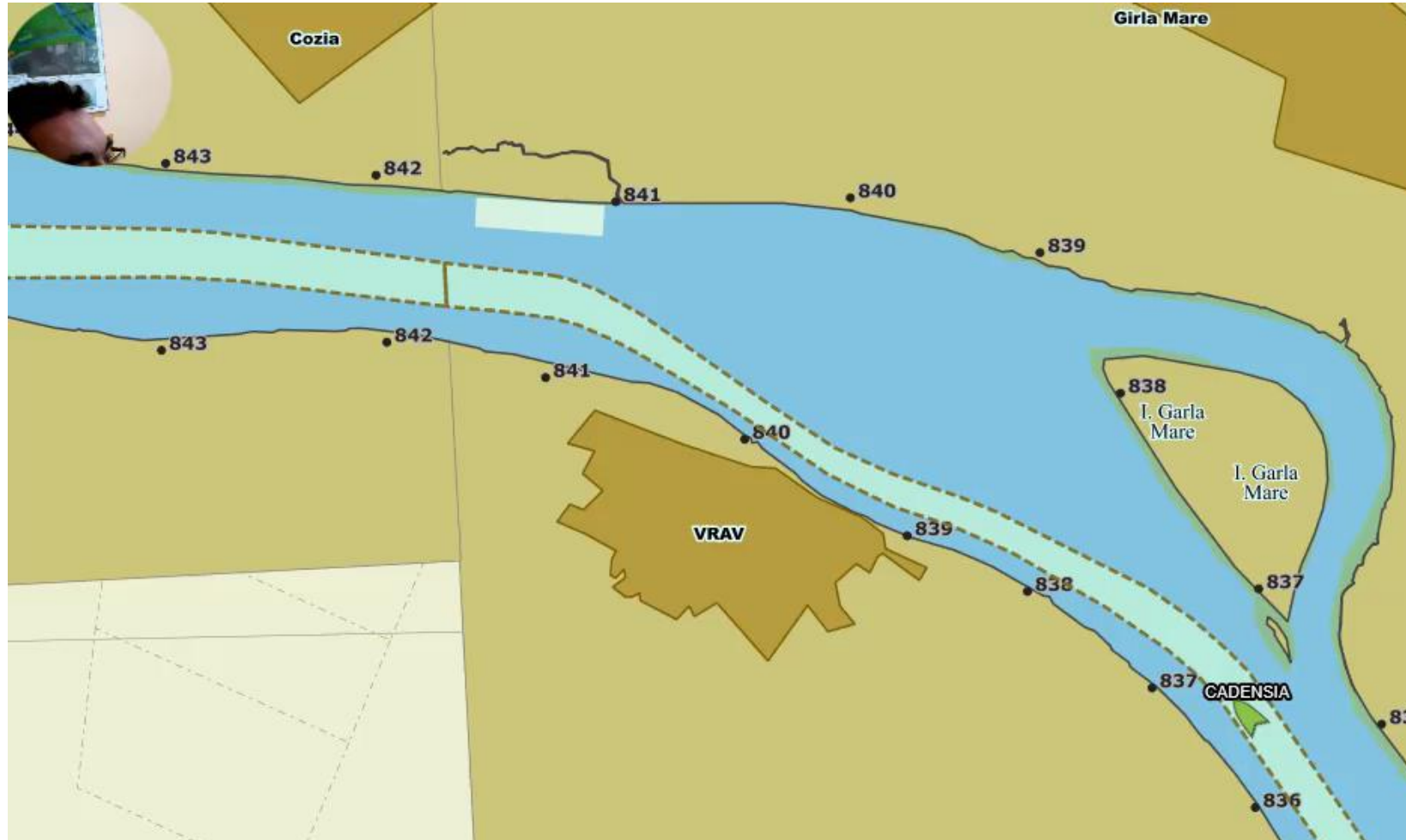
M/s *Matrico* (draught 3.03 m) grounded 200m on the green limit of the fairway at 15:15h.  
(RIS Report No. 48)






# 13 Mar 2026 – Hit port infrastructure (rkm 840, port Vrav)



M/s *Cadensia* (draught 1.55 m) grounded from 200m on the green limit of the fairway at 09:53h.



CADENSIA - 267131519  

Last message: 13.03.2026 09:57:13(#1) 





Ship type: **Motor freighter**


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

Destination: **SMEDEREVO**

ETA: **17.03.2026 04:26:00**

UEVIN: <b>06001935</b>	IMO: <b>0</b>	CallSign: <b>OMOS</b>
Length: <b>110 m</b>	Width: <b>11 m</b>	Draught: <b>1.55 m</b>
Loaded: <b>Loaded</b>	Hazard: <b>No</b>	Blue sign: <b>No</b>
Crew: <b>4</b>	Passengers: <b>0</b>	Personnel: <b>0</b>
SOG: <b>0.6 km/h</b>	COG: <b>209.9°</b>	RKM: <b>839.8</b>

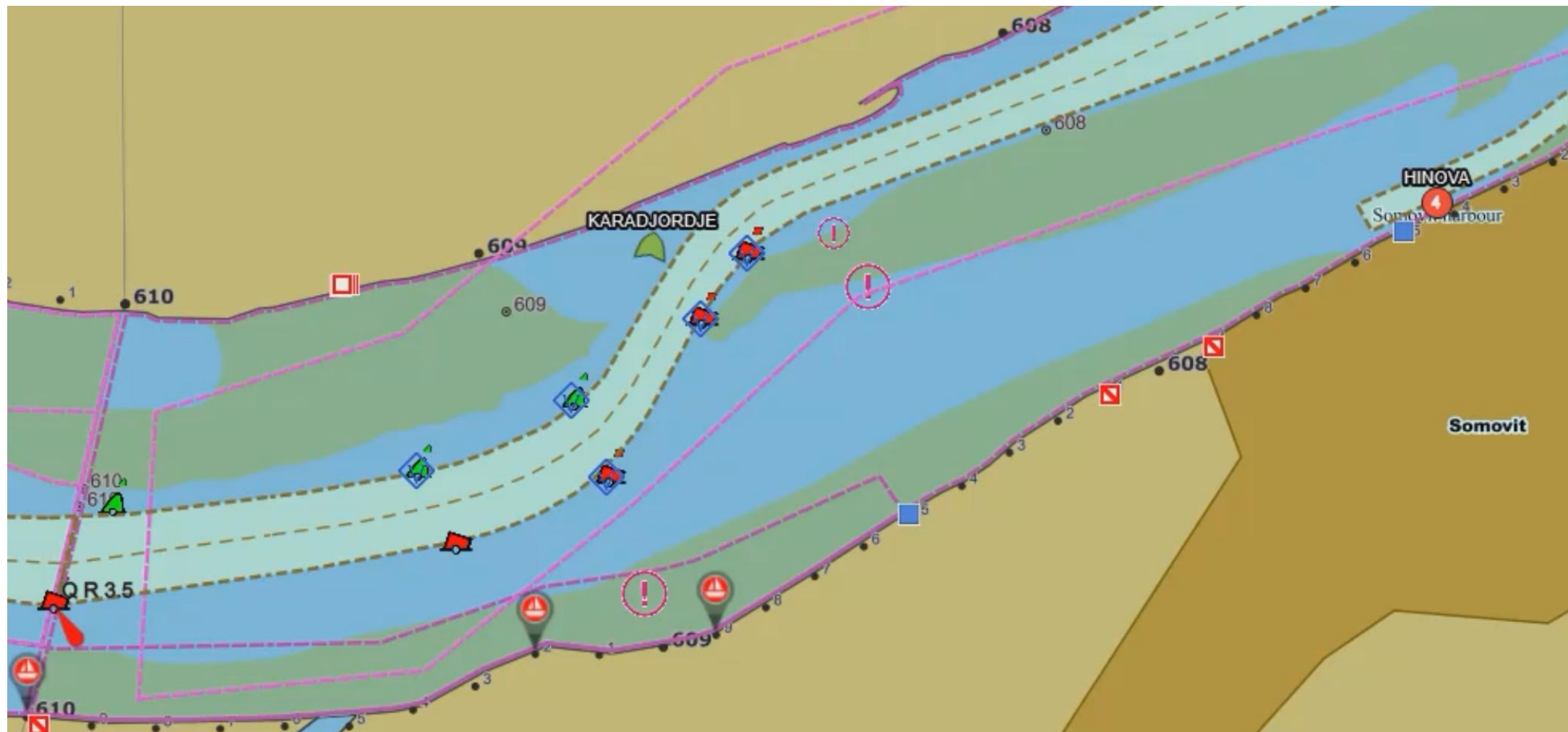
   



# 25 Mar 2026 – Grounding Incident (rkm 609–607, Somovit)



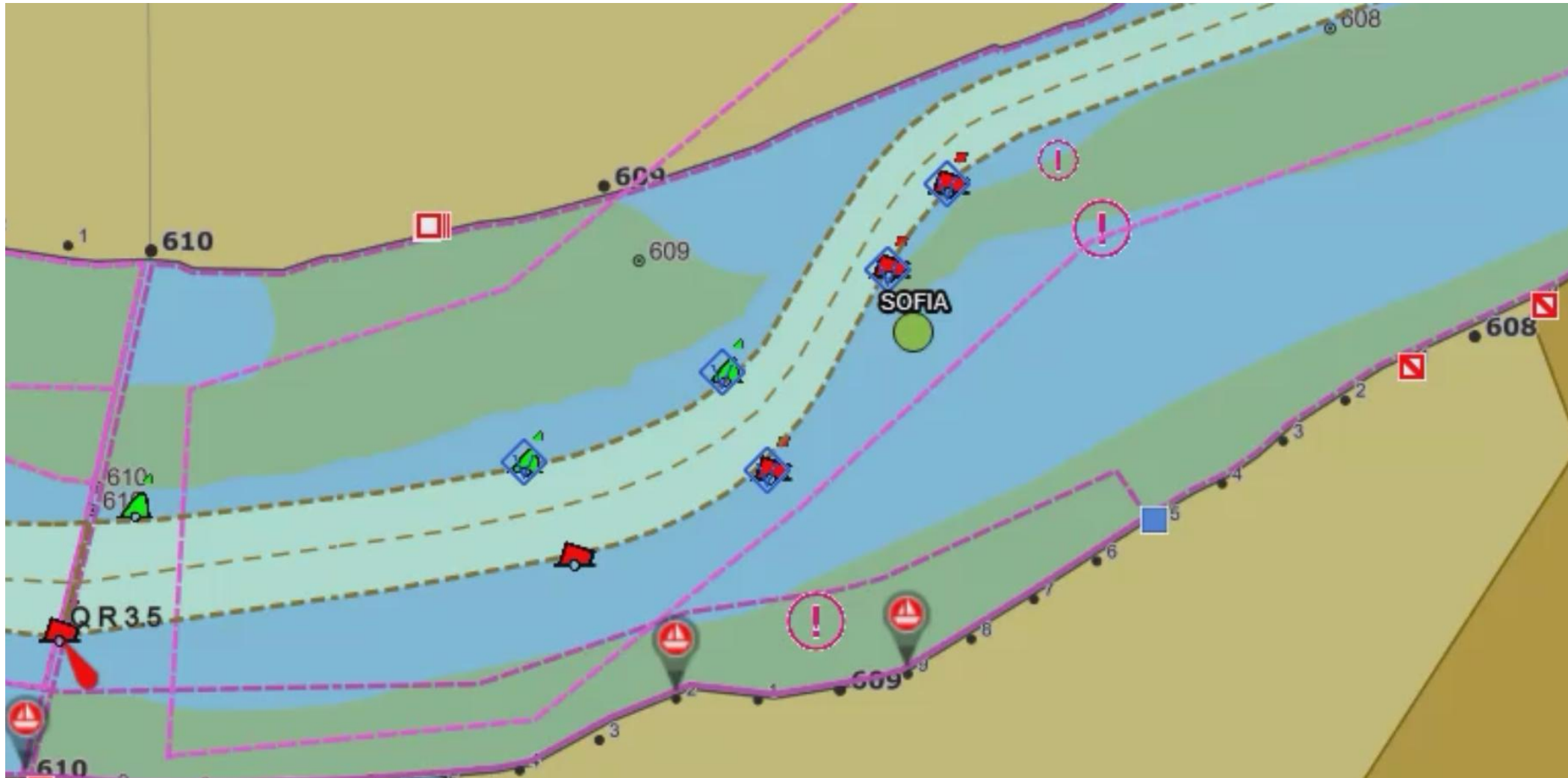
Convoy grounded on rkm 608.500 out of the fairway.  
(RIS Report No. 75)



# 26 Mar 2026 – Grounding Incident (rkm 609–607, Somovit)



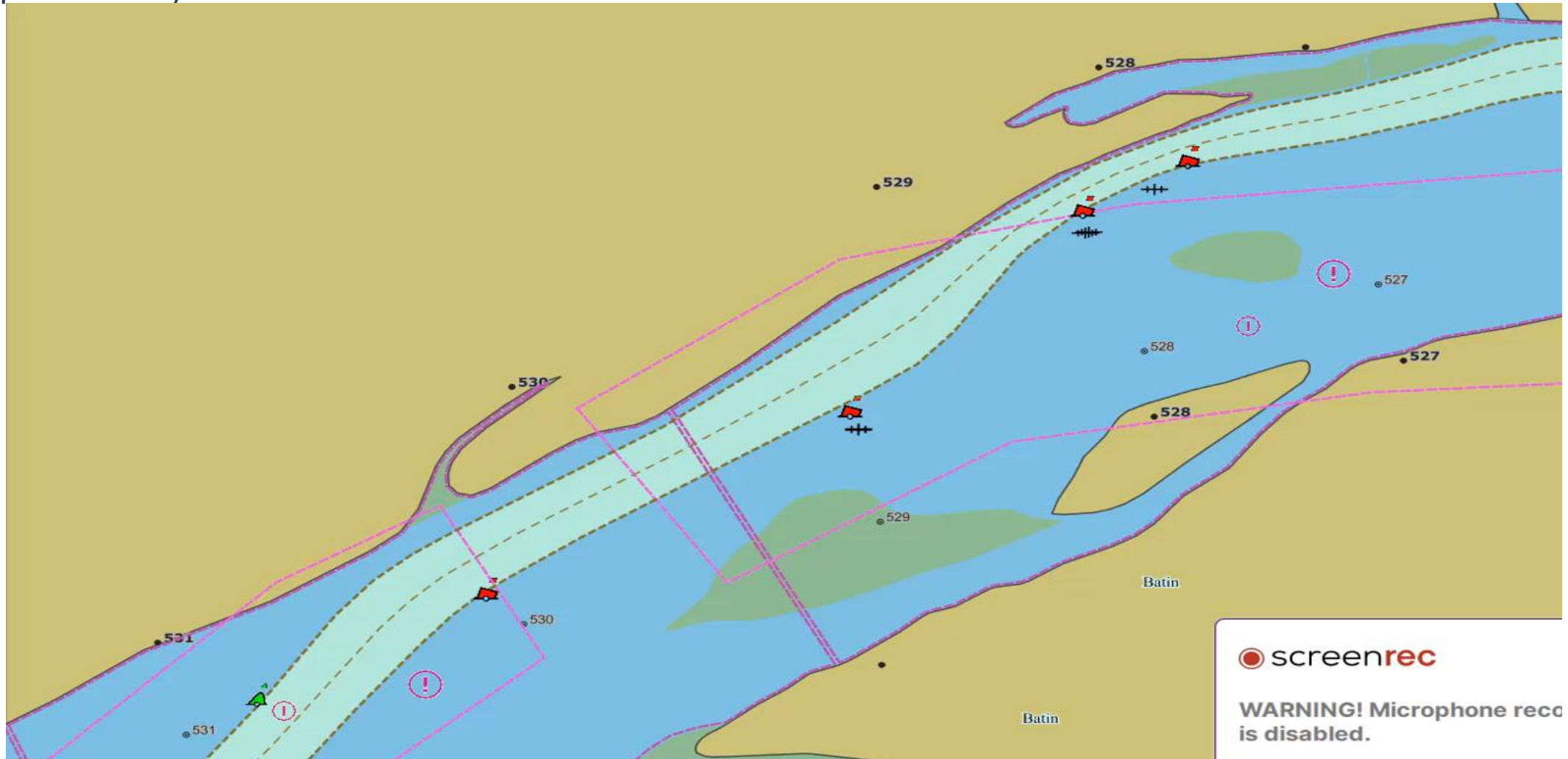
M/s *Sofia* grounded on rkm 608.500 out of the fairway at 14:00h.  
(RIS Report No. 77)



# 28 Apr 2026 – Grounding Incident (rkm 530–528, Batin island)



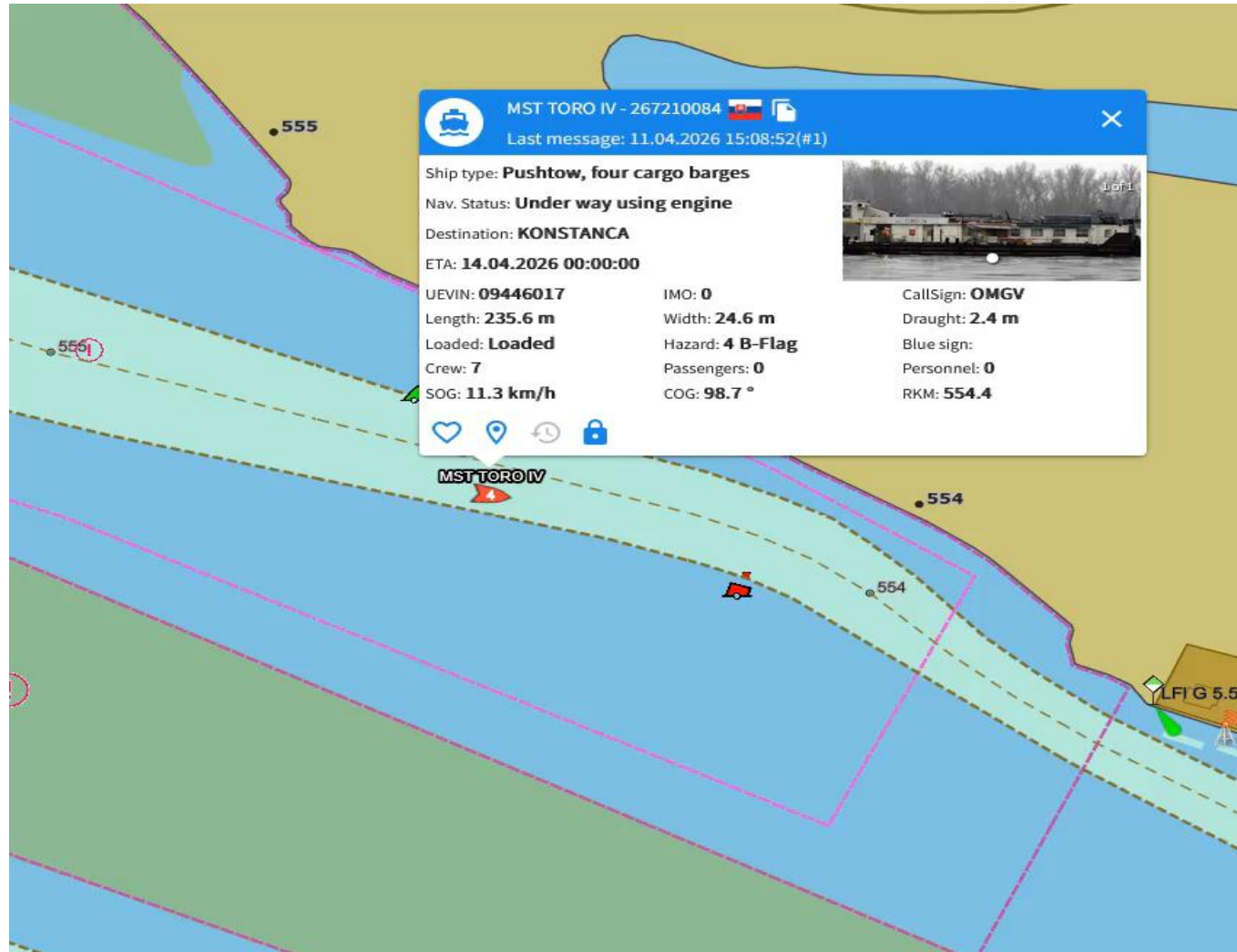
M/s *Karina 2* (draught 2.30 m) grounded on rkm 528.100 out of the fairway at 15:00h.  
(RIS Report No. 80)



# 11 Apr 2026 – Hit the left bank near to the port (rkm 554, port Zimnicea)



M/s *Toro IV* (draught 2.40 m) grounded on rkm. 528.100 out of the fairway at 15:00h.  
(RIS Report No. 88)



# 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

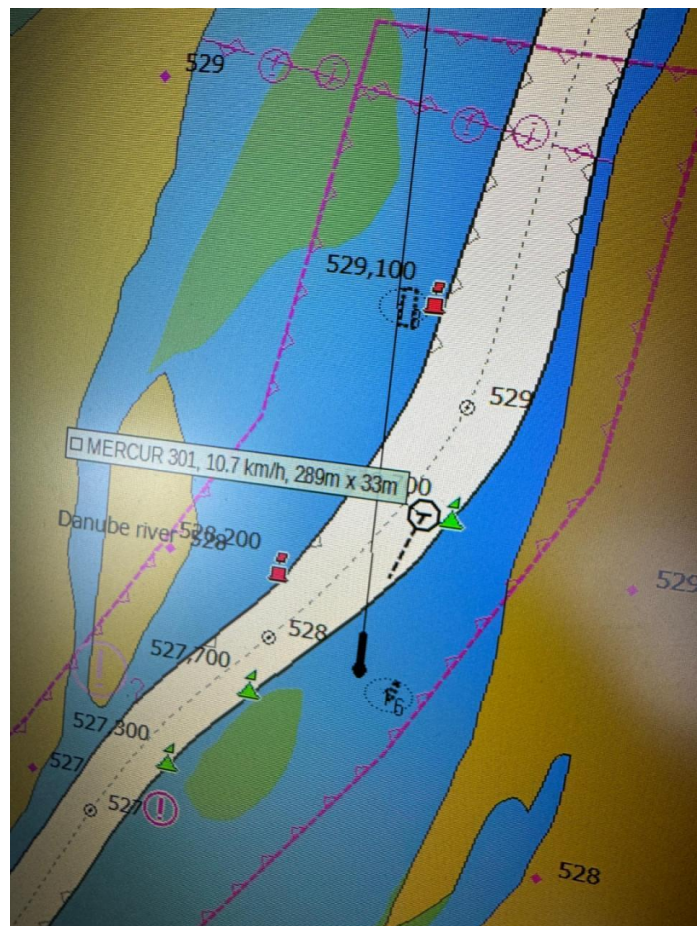


**Dredging in progress (km 528.100–527.600) – reduced width & limiting depths**

**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.



# 05 July 2025 – Grounding at bottleneck Belene



- Draught of Convoy: **2.15 m**
- Min depth on the bottleneck on 05.07.2025 – **2.1 m**
- Repeatedly warned by BULRIS

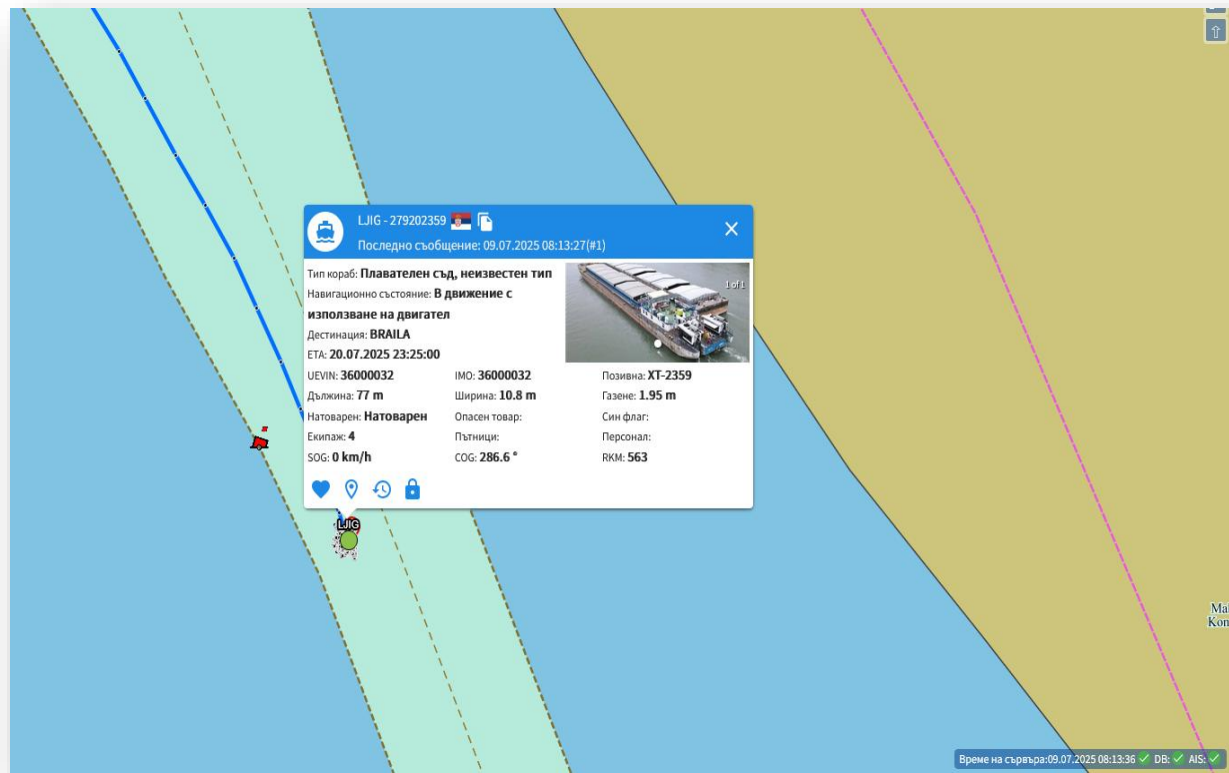




# m/s Lijg: 07 July 2025 – Grounding at bottleneck Belene



- 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





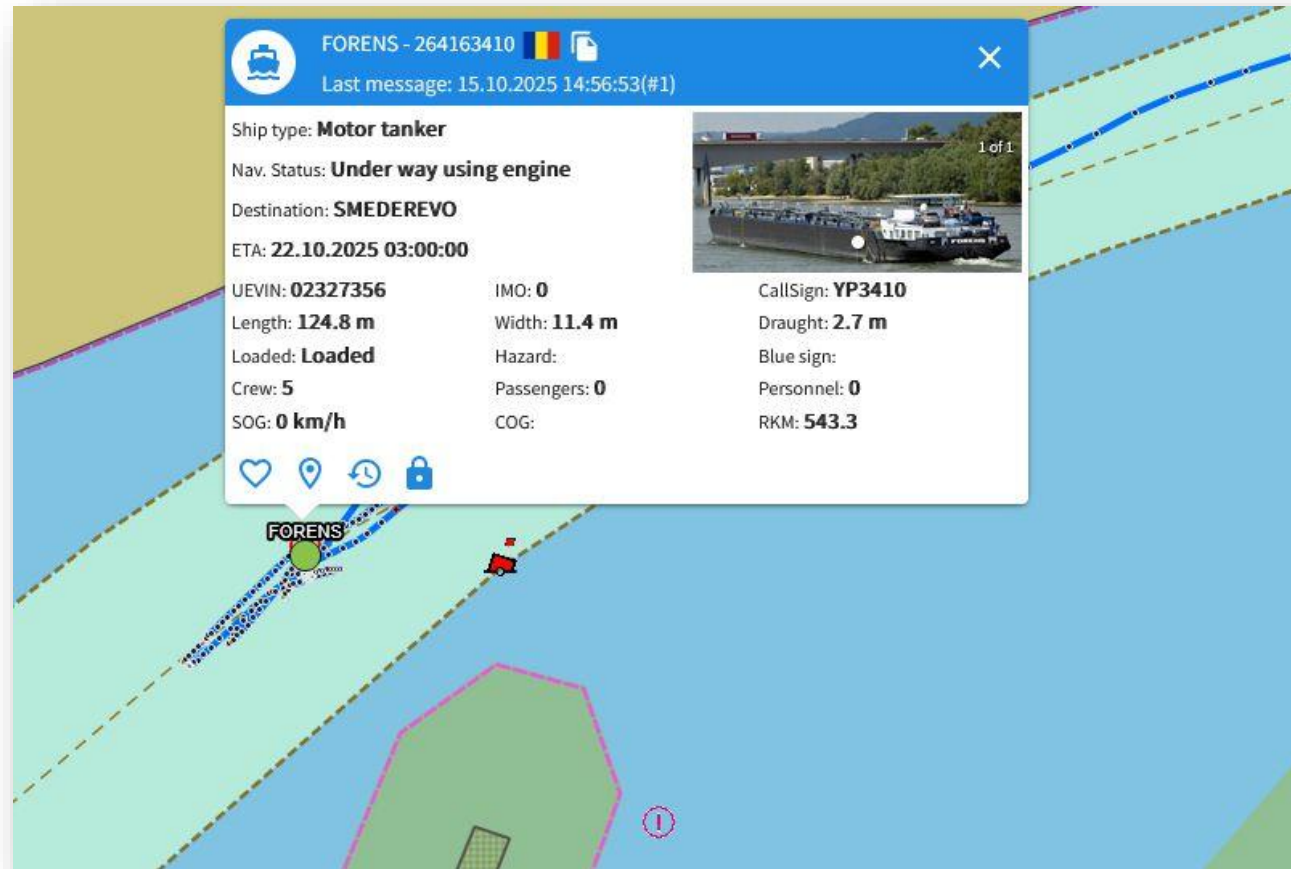
# Tanker: 15 Oct. 2025 – Grounding at bottleneck Vardim

- 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*



# Emergency actions to restore missing floating signalization due to violations



## Displaced and damaged navigation floating signalization in 2026

January		February		March		April	
Data	Place	Data	Place	Data	Place	Data	Place
09.01.2026	Somovit	19.02.2026	Somovit	04.03.2026	Vardim island	12.04.2026	Somovit
11.01.2026	Albina island	25.02.2026	Somovit	08.03.2026	Somovit	13.04.2026	Belene island
13.01.2026	Vardim island			21.03.2026	Somovit	13.04.2026	Zimnicea
18.01.2026	Vardim island					13.04.2026	Vardim island
19.01.2026	Somovit					13.04.2026	Somovit
26.01.2026	Somovit					14.04.2026	Chaika island
29.01.2026	Somovit						

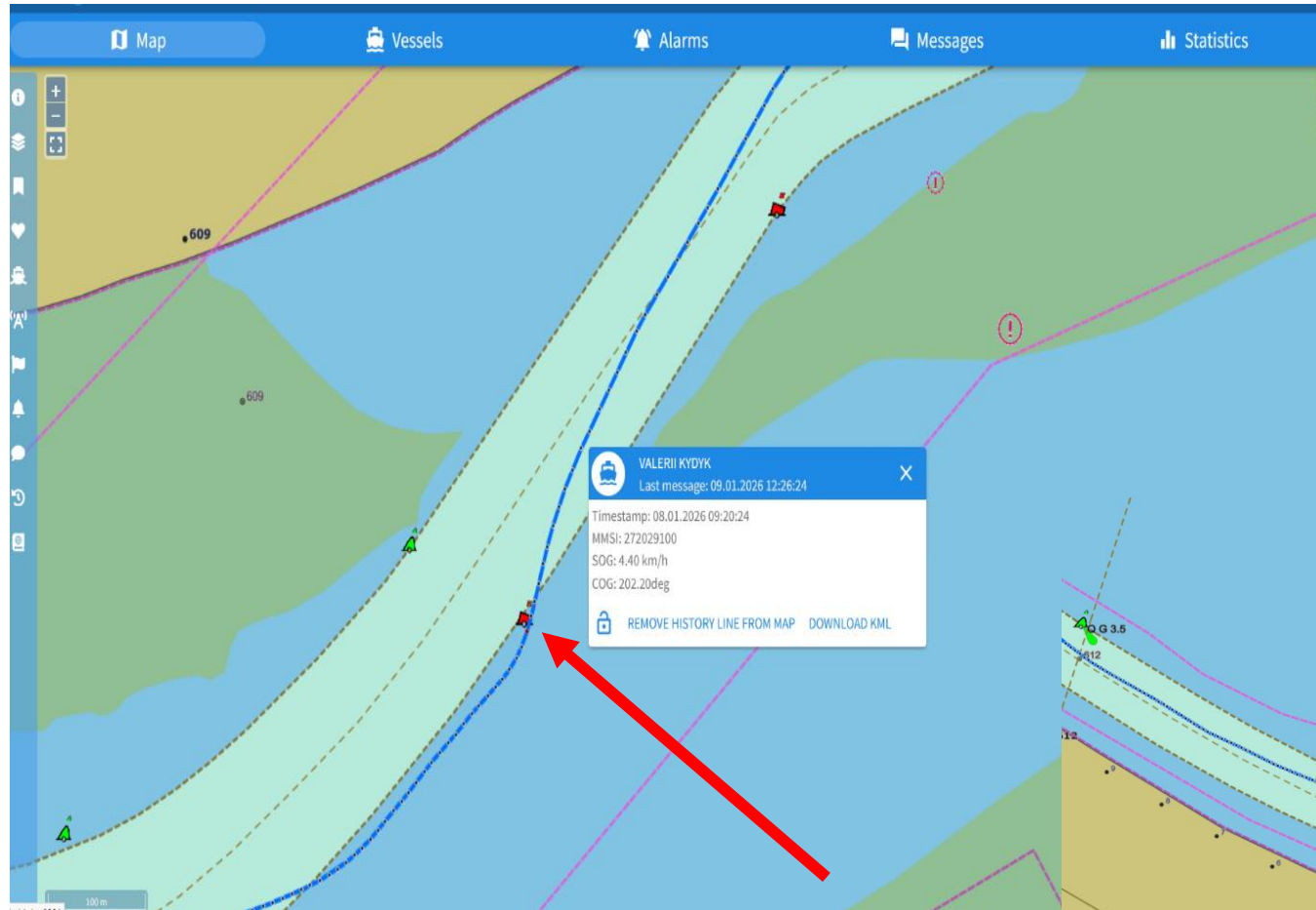
# Emergency actions to restore missing floating signalization due to violations



**2026**

Damaged buoys		Number of extra trips to restore marking	Extra kilometers to restore marking	Hours of fairway unavailability
Red	Green			
16	4	9	1480 km	8 hours 45 min

# Emergency actions to restore missing floating signalization due to violations

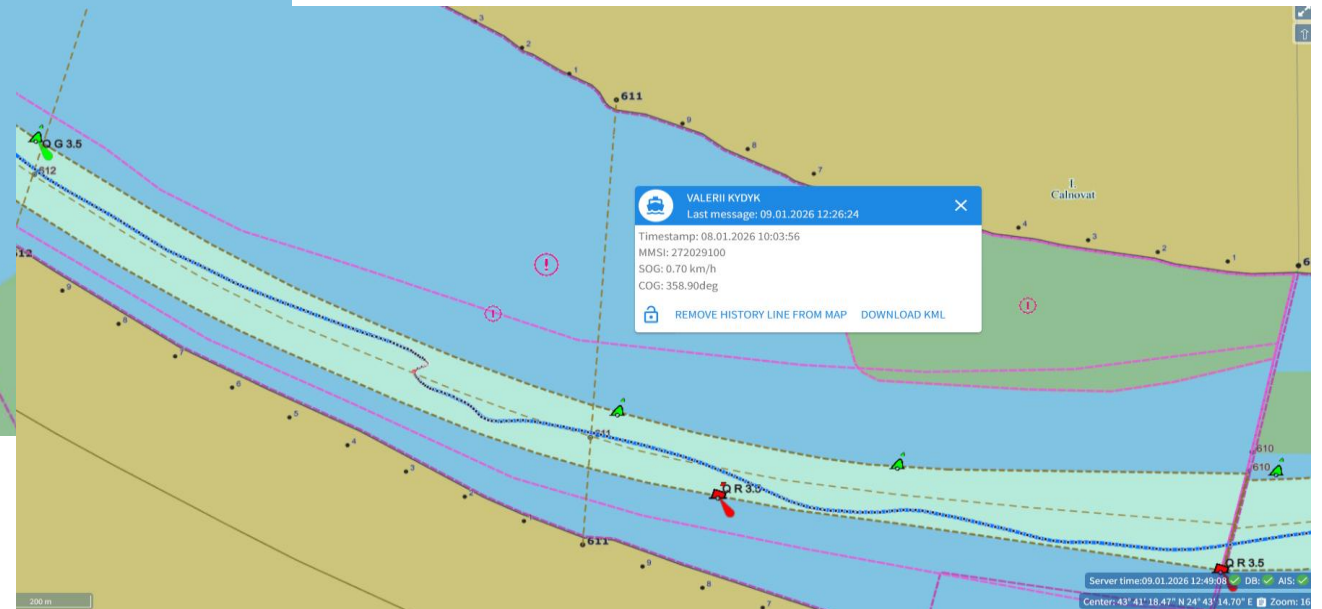


VALERII KYDYK - 272029100  
Last message: 09.01.2026 12:26:39(#8-200-10)

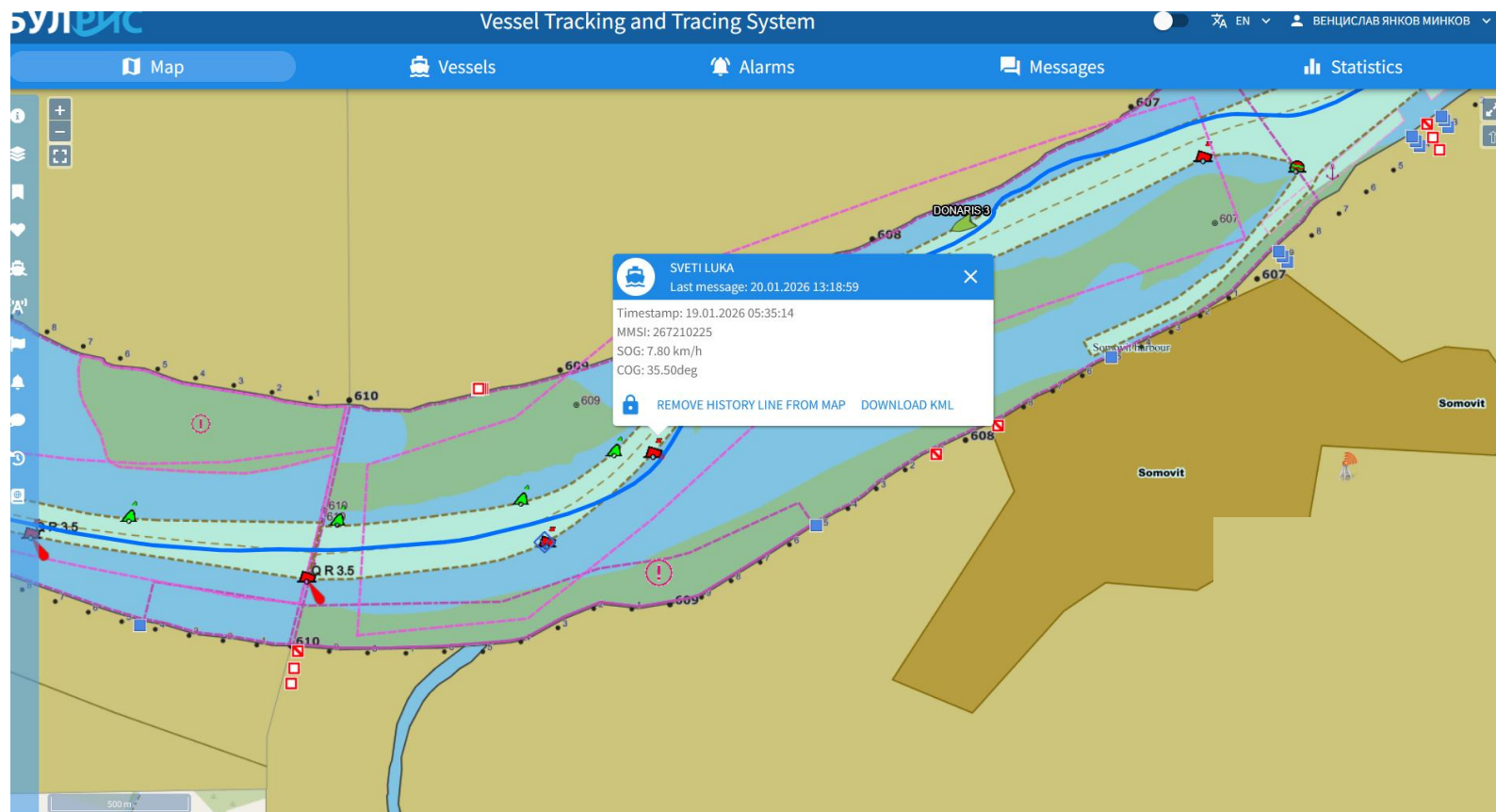
Ship type: **Pushtow, six cargo barges**  
Nav. Status: **Under way using engine**  
Destination: **SMEDEREVO**  
ETA: **17.01.2026 14:00:00**

UEVIN: <b>42000019</b>	IMO: <b>0</b>
Length: <b>262 m</b>	Width: <b>22 m</b>
Loaded: <b>Loaded</b>	Hazard: <b></b>
Crew: <b>10</b>	Passengers: <b>0</b>
SOG: <b>3.7 km/h</b>	COG: <b>272.8 °</b>

CallSign: **UZAA**  
Draught: **2.5 m**  
Blue sign:   
Personnel: **0**  
RKM: **683.8**



# Emergency actions to restore missing floating signalization due to violations



**SVETI LUKA - 267210225**  
Last message: 20.01.2026 12:46:11(#1)

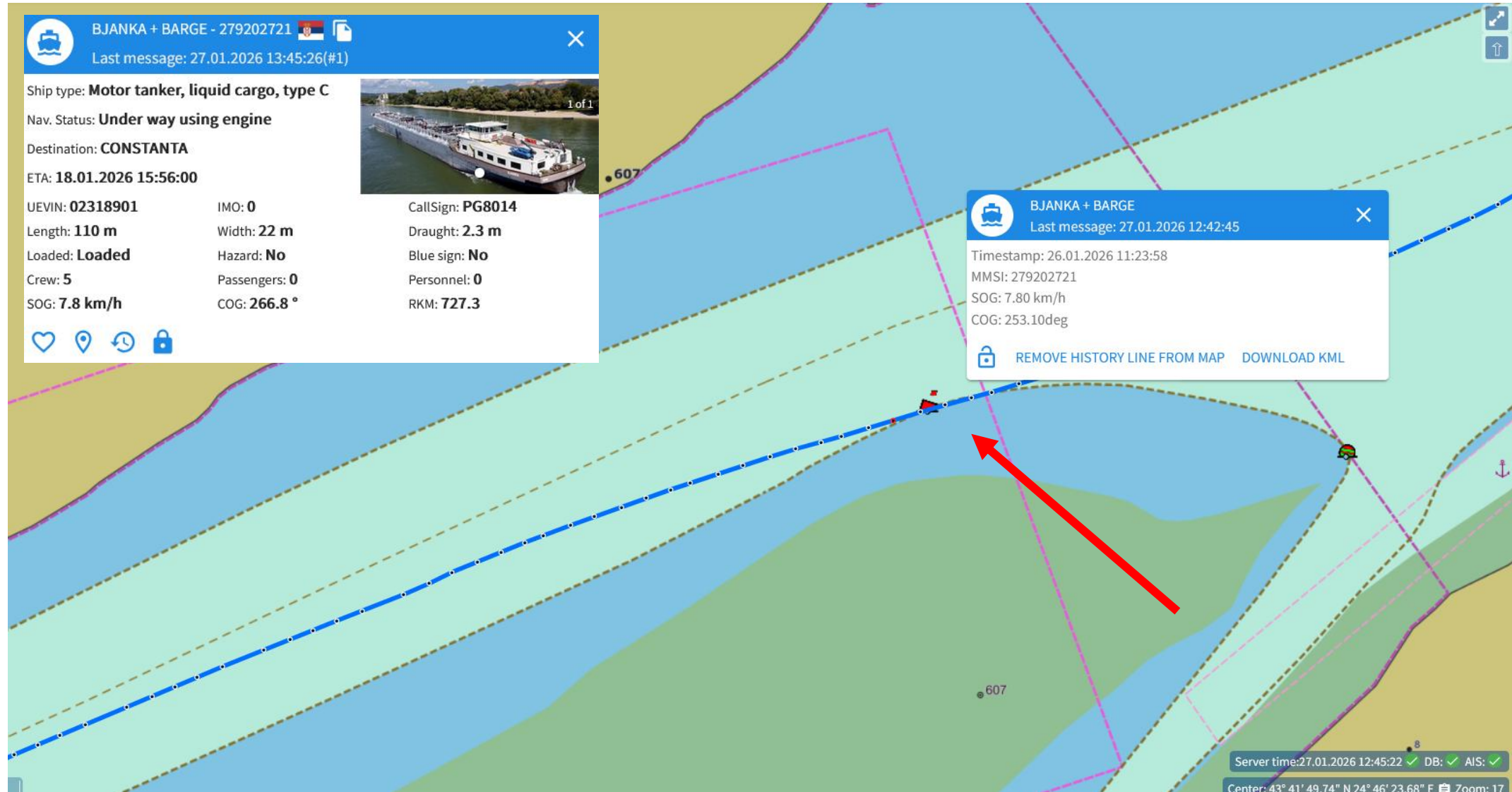
Ship type: **Pushtow, six cargo barges**  
Nav. Status: **Under way using engine**  
Destination: **CONSTACA**  
ETA: **22.01.2026 23:00:00**

UEVIN: <b>46000539</b>	IMO: <b>0</b>	CallSign: <b>OMJT</b>
Length: <b>305 m</b>	Width: <b>32.4 m</b>	Draught: <b>2.4 m</b>
Loaded: <b>Loaded</b>	Hazard:	Blue sign:
Crew: <b>8</b>	Passengers: <b>0</b>	Personnel: <b>0</b>
SOG: <b>10.9 km/h</b>	COG: <b>40.6 °</b>	RKM:

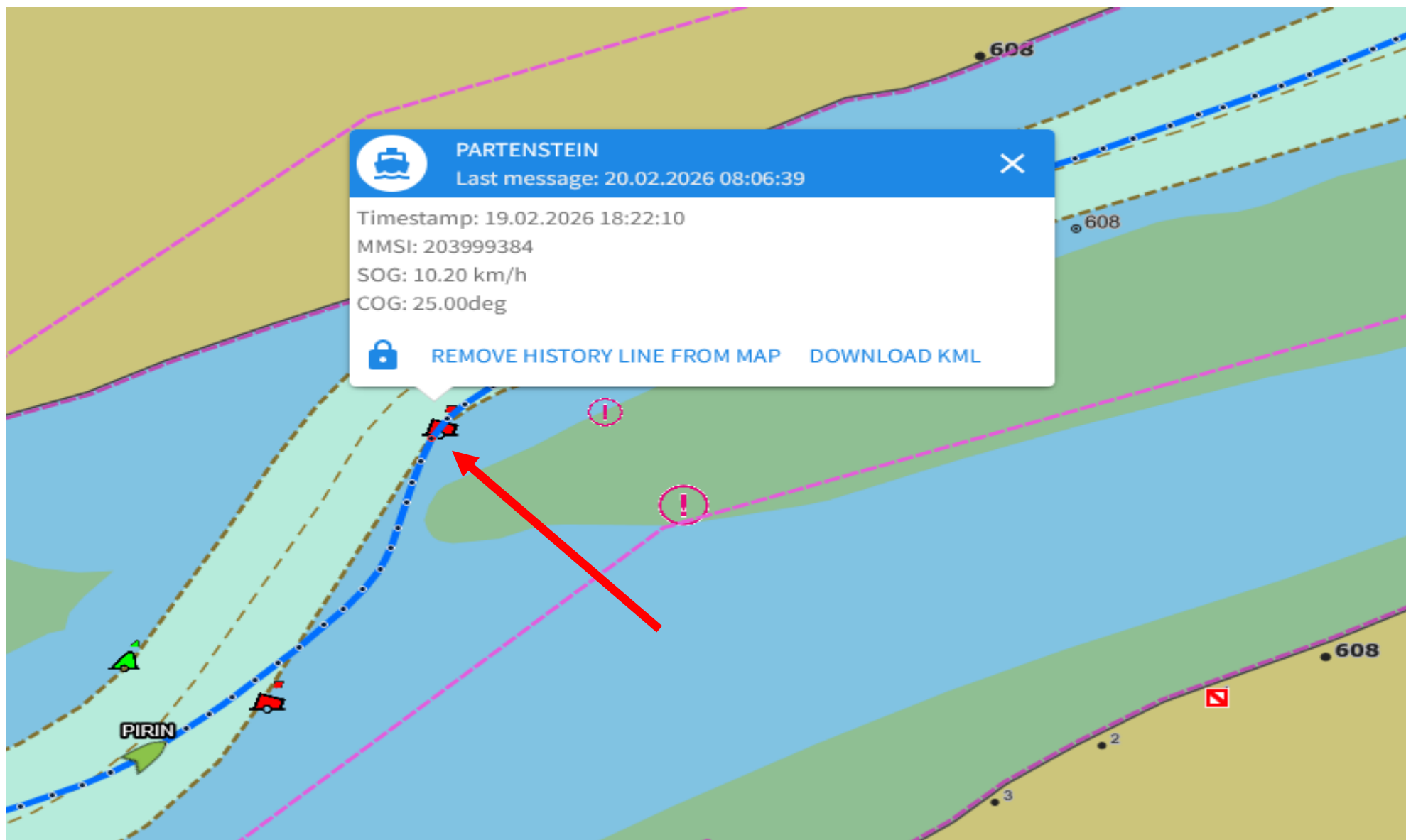
1 of 1



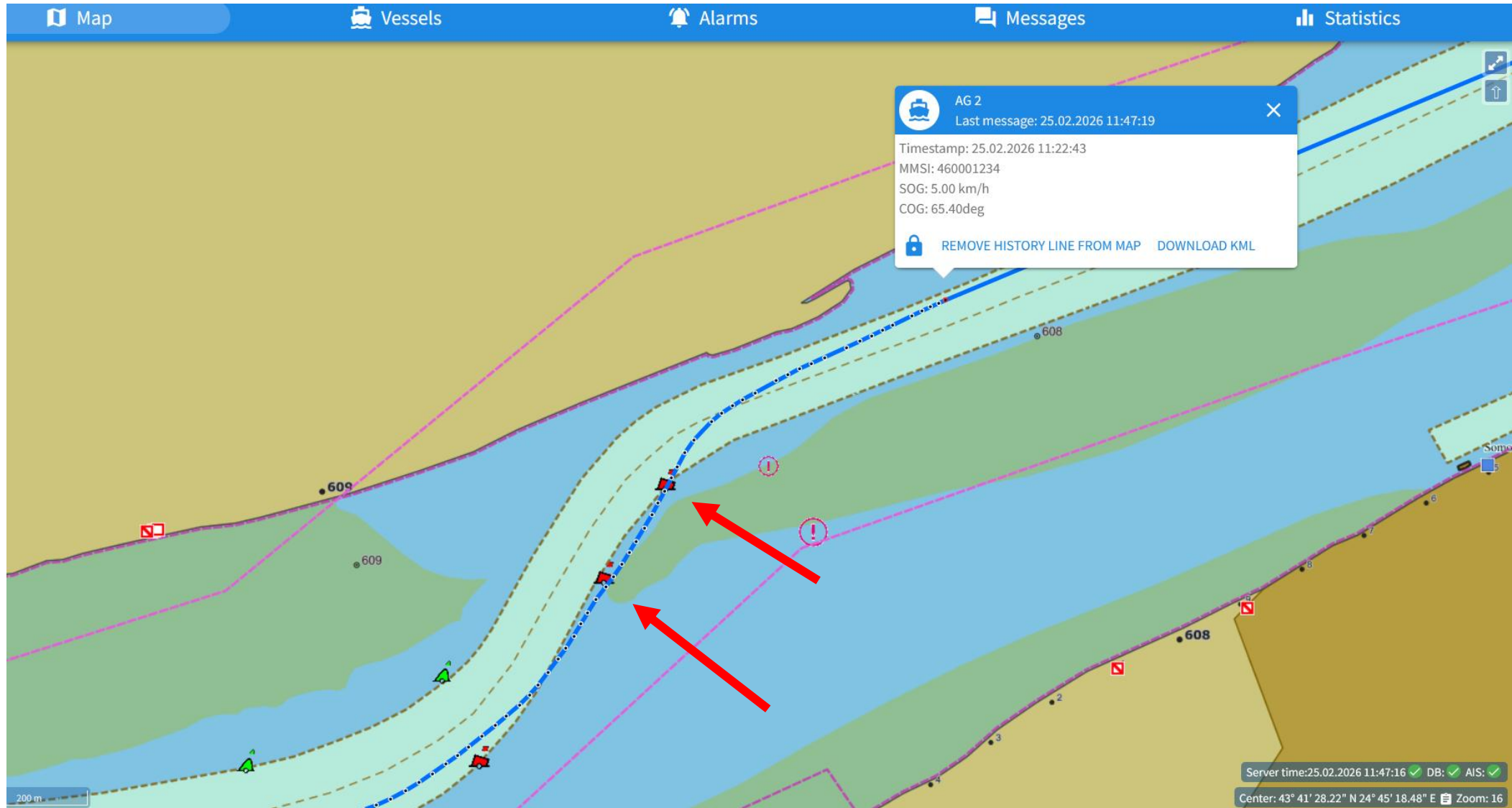
# Emergency actions to restore missing floating signalization due to violations



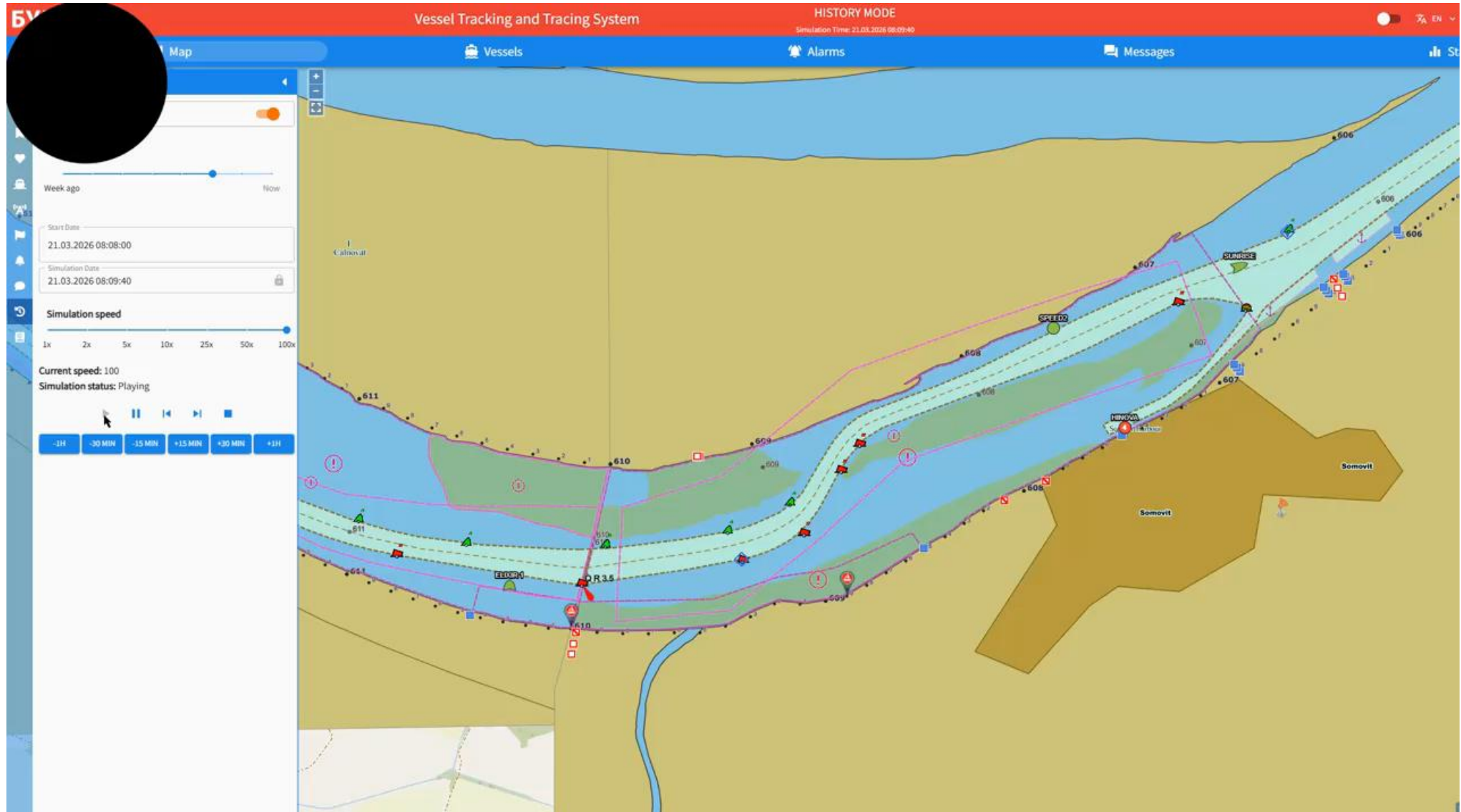
# Emergency actions to restore missing floating signalization due to violations



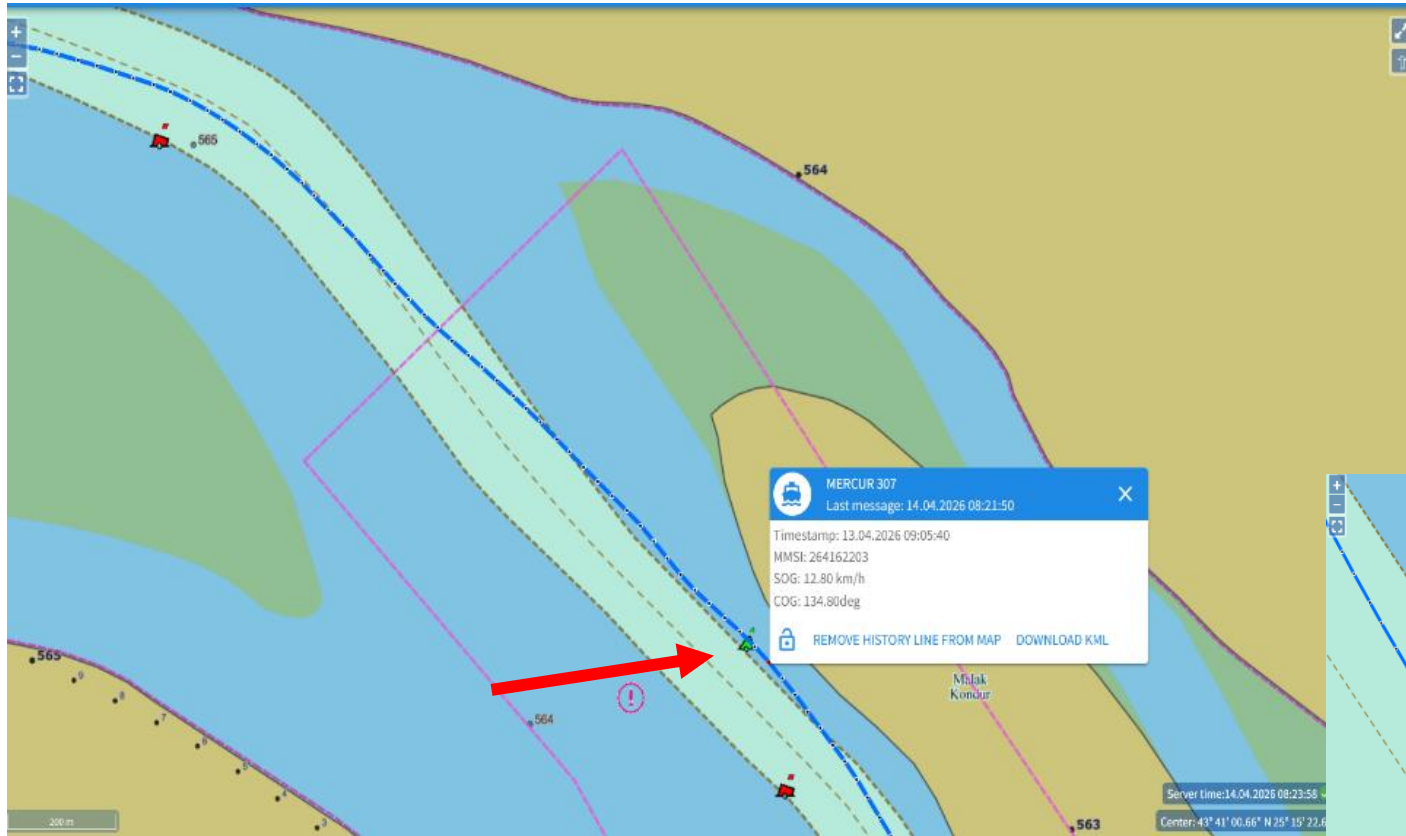
# Emergency actions to restore missing floating signalization due to violations



# Emergency actions to restore missing floating signalization due to violations



# Emergency actions to restore missing floating signalization due to violations



MERCUR 307 - 264162203

Last message: 14.04.2026 08:22:10(#1)

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

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

Destination: **CONSTANTA**

ETA: **12.04.2026 12:05:00**

UEVIN: **46000359** IMO: **46000359**

Length: **213 m** Width: **43 m**

Loaded: **Loaded** Hazard: **No**

Crew: **8** Passengers: **0**

SOG: **11.5 km/h** COG: **85.5 °**

CallSign: **YP2203**

Draught: **2.7 m**

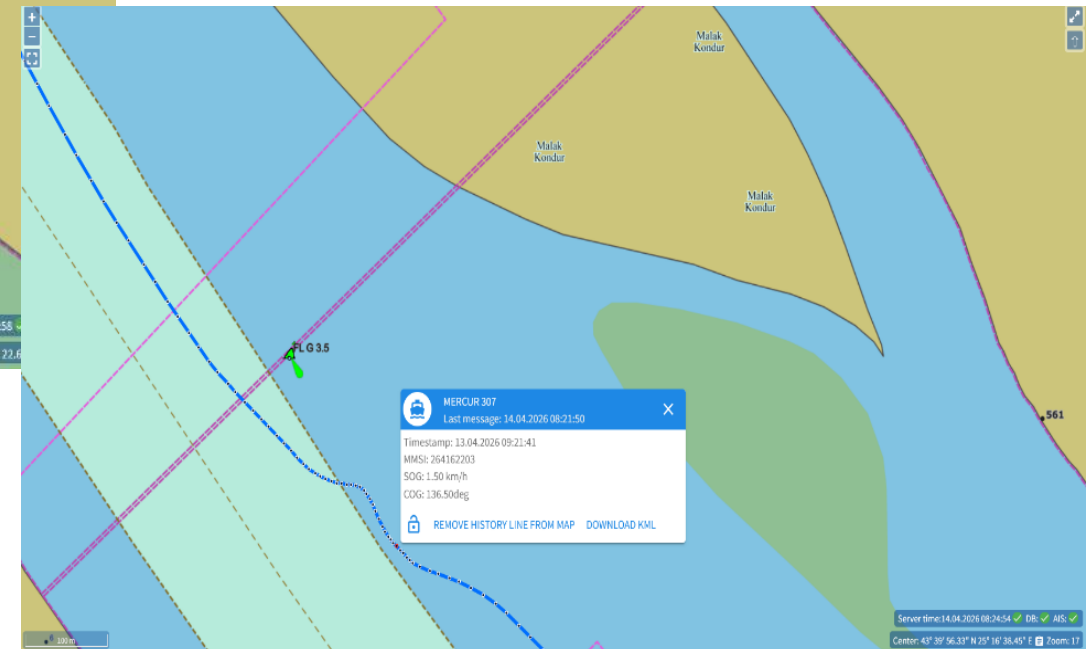
Blue sign:

Personnel: **0**

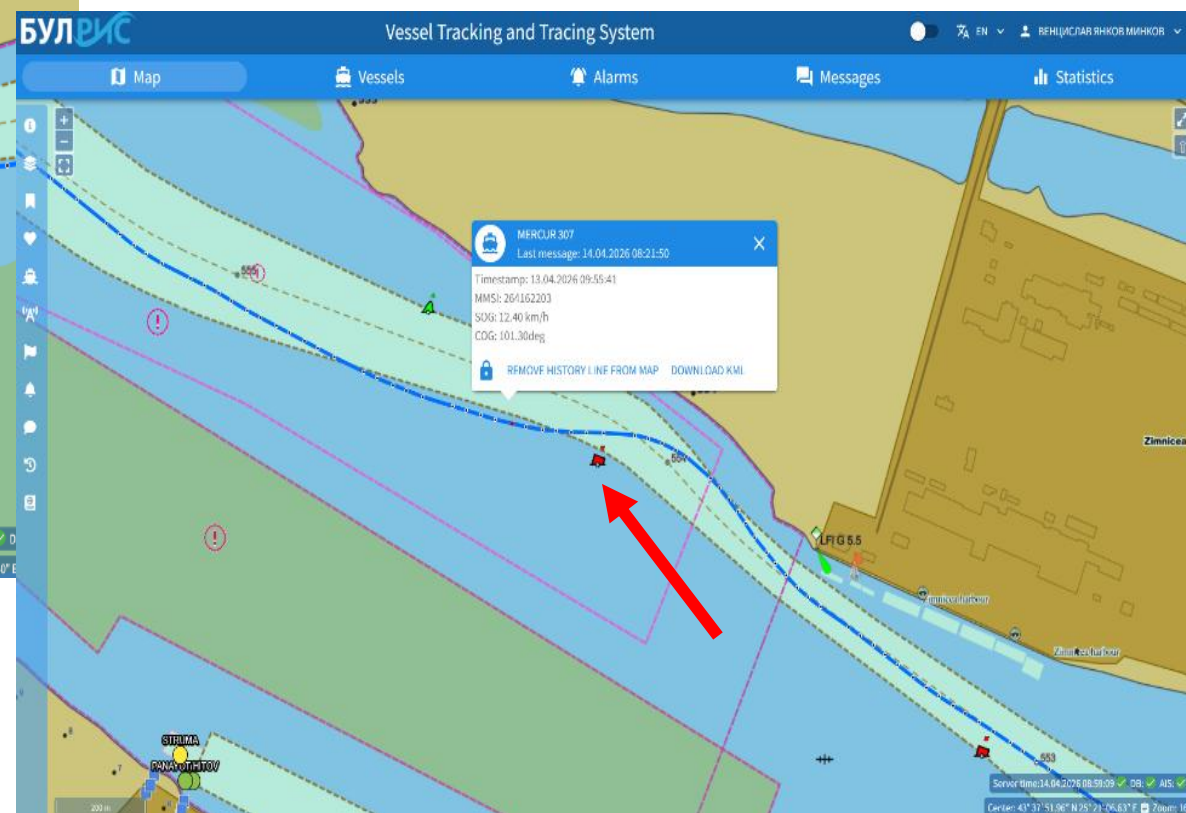
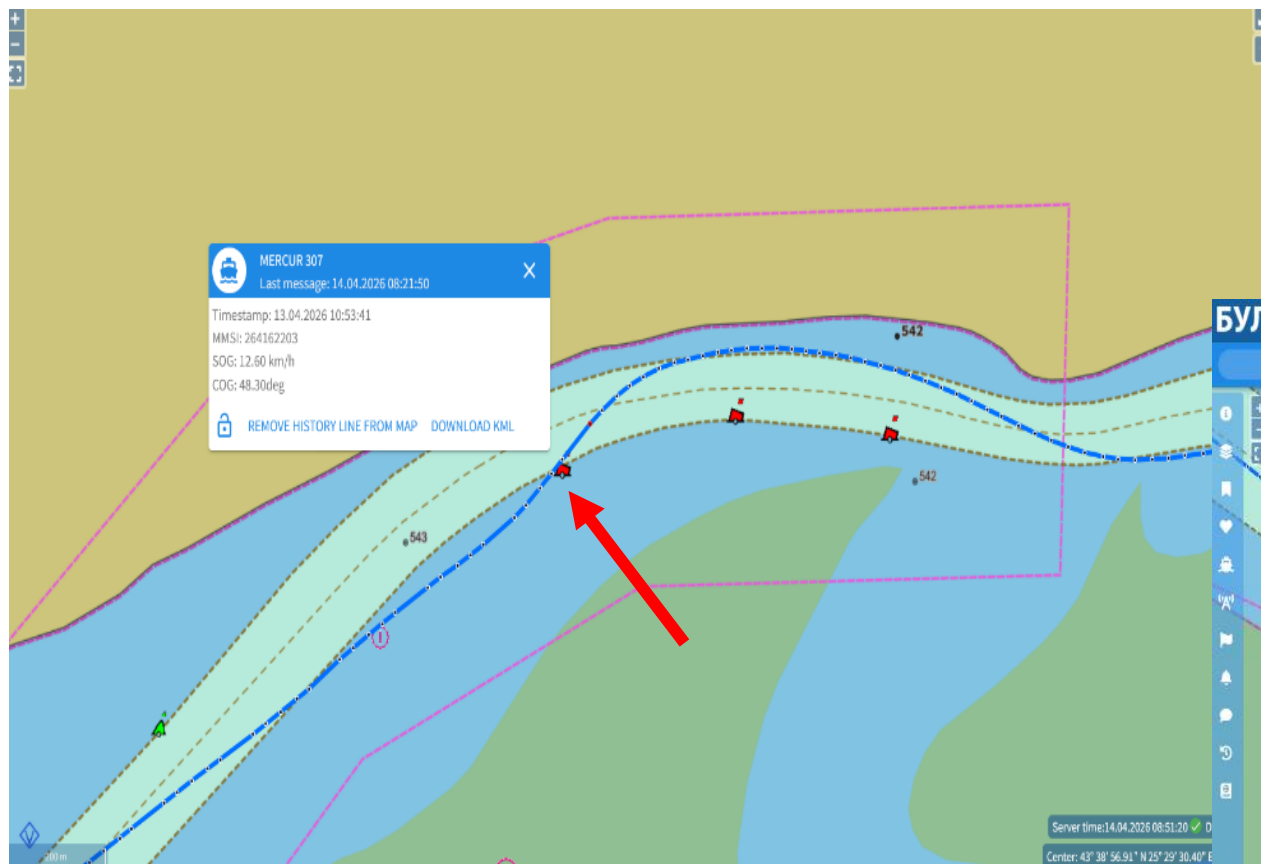
RKM: **387.8**

CallSign: YP2203  
Draught: 2.7 m  
Blue sign:  
Personnel: 0  
RKM: 387.8

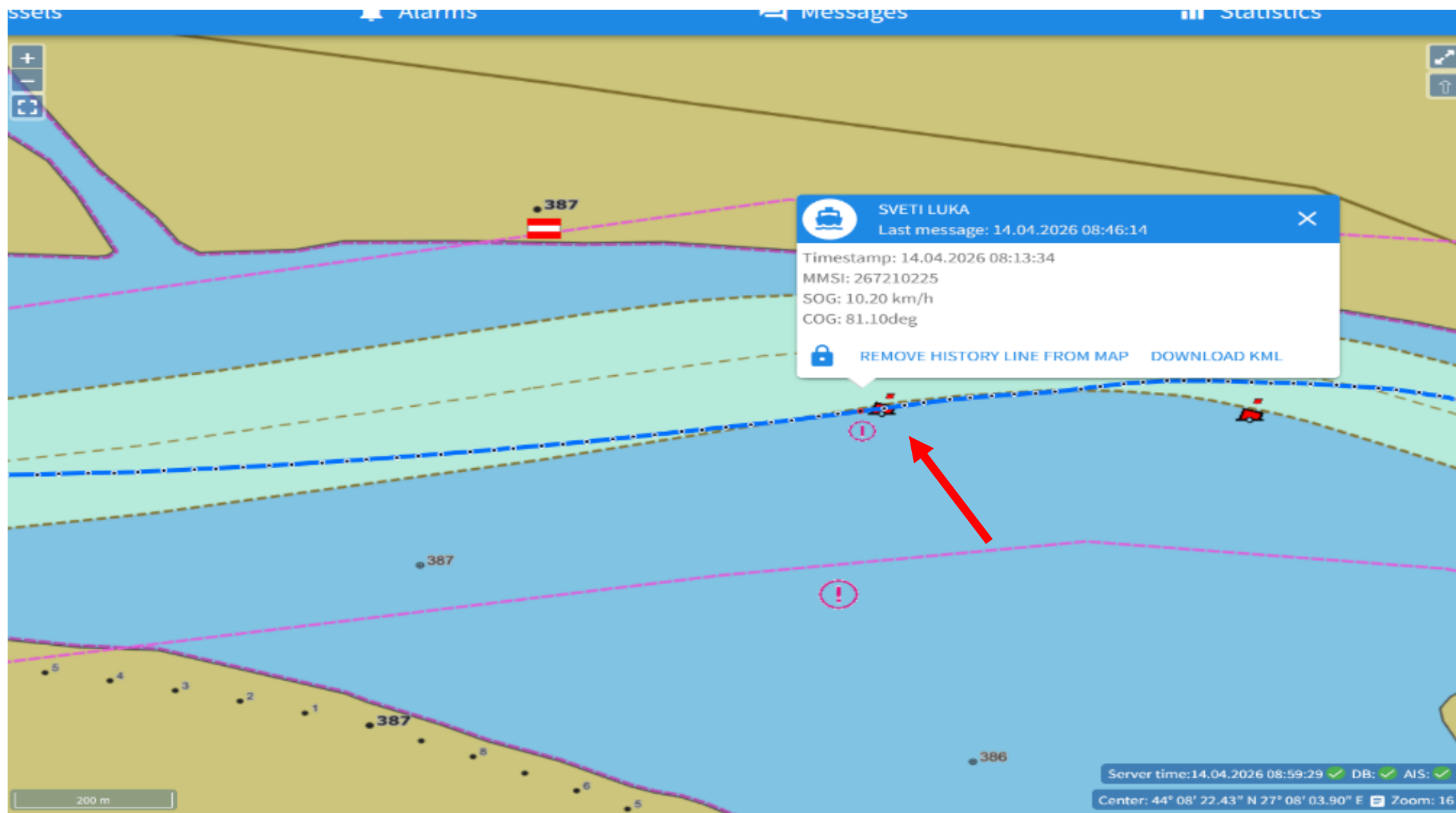
REMOVE HISTORY LINE FROM MAP DOWNLOAD KML



# Emergency actions to restore missing floating signalization due to violations



# Emergency actions to restore missing floating signalization due to violations



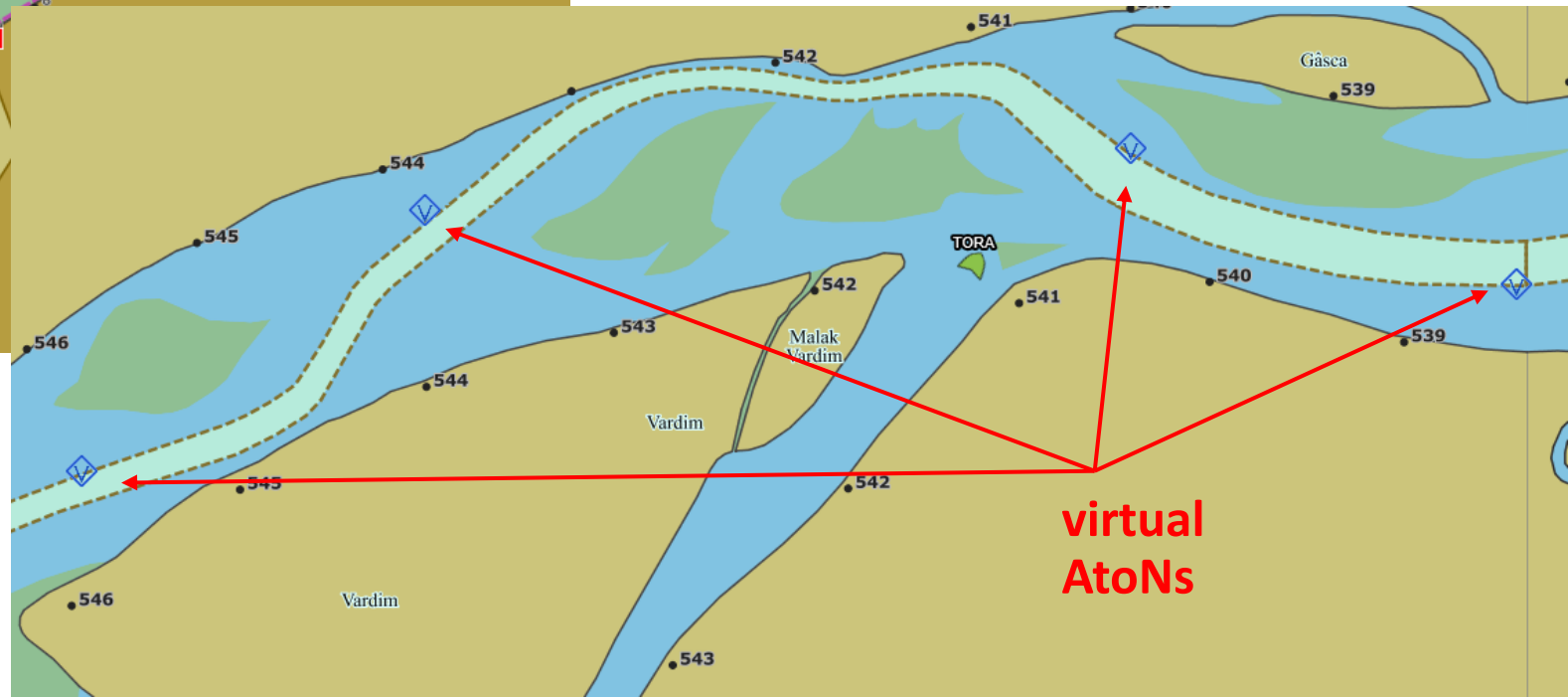
# Marking with virtual AtoNs



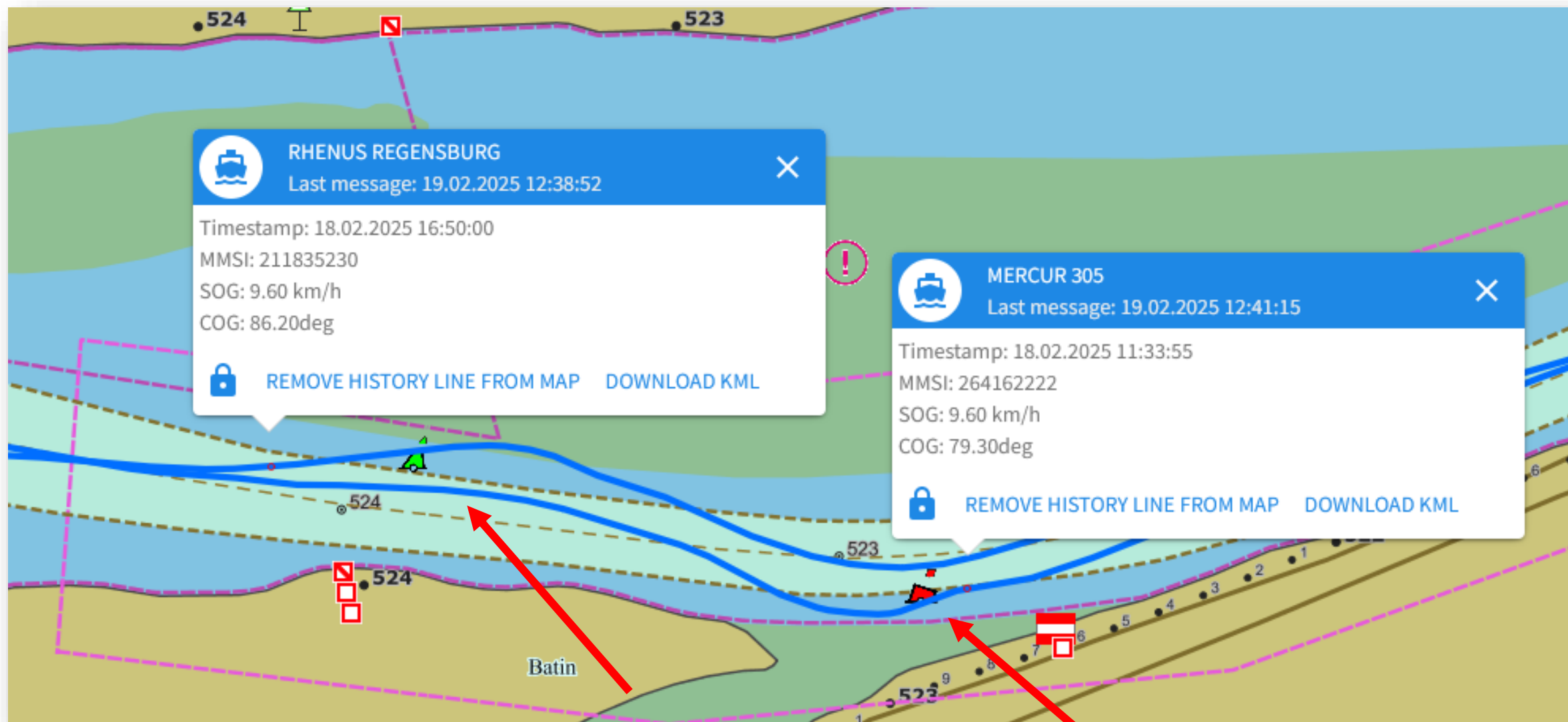
virtual  
AtoNs

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

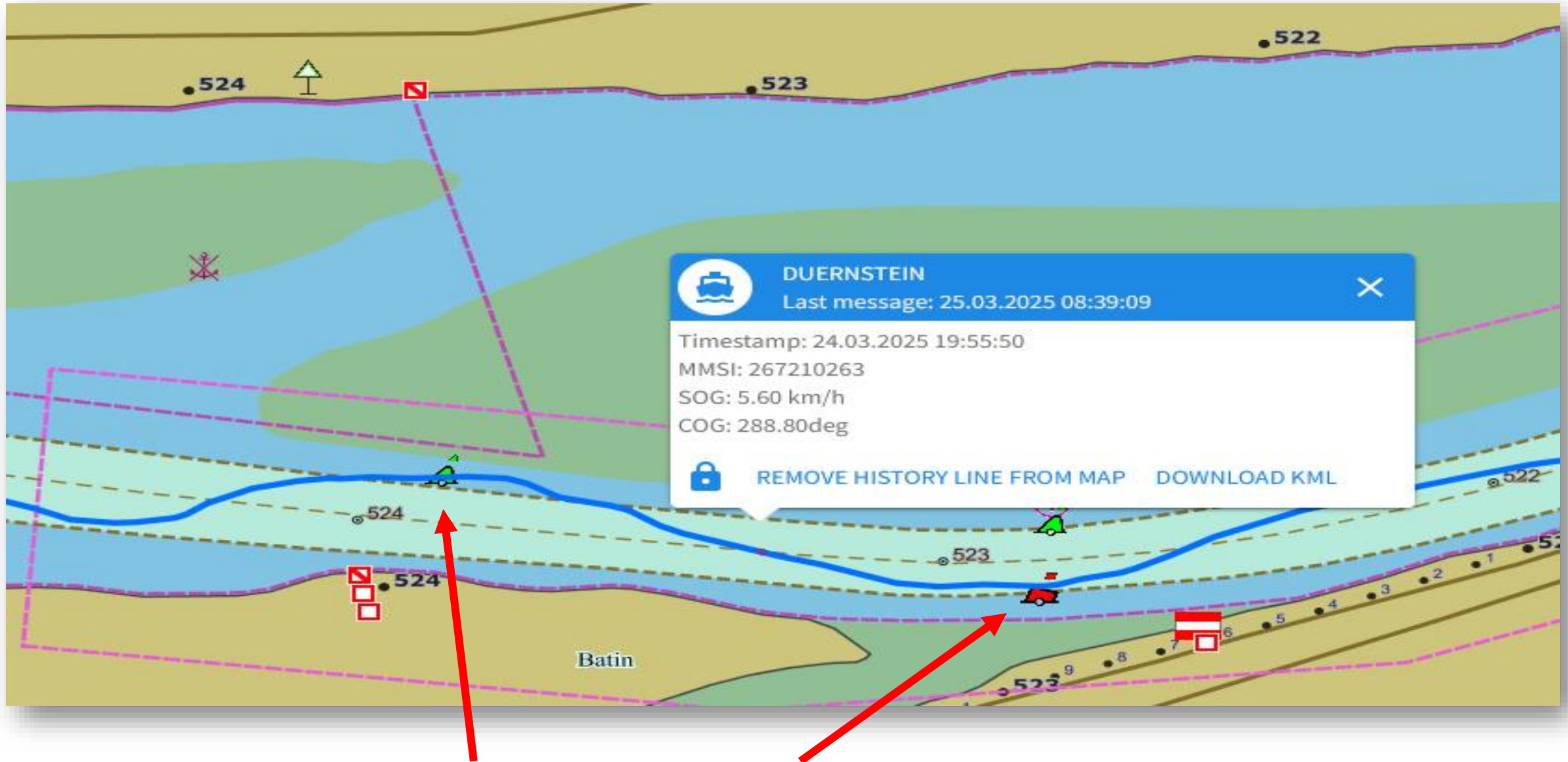
This ensures continuous navigational awareness until the arrival of the marking vessel to restore or change the marking.



# 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.



- **A vessel for maintaining the coastal signalization is currently under construction** – to be completed by October 2026



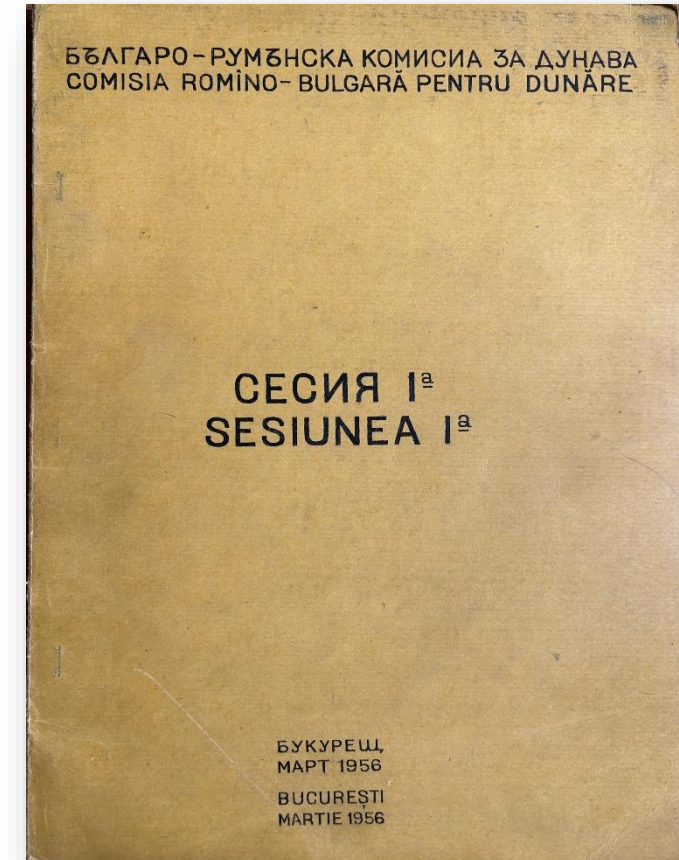
# Protection of floating signalization has been a main issue since 1955

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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 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.

# Conclusions

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There is a **growing trend of incidents** (groundings, collisions, sinkings) in 2025–2026.

The main causes are the **human factor and technical condition of vessels**:

- non-compliance with restrictions (draught, convoy configuration)
- ignoring warnings from RIS and authorities
- leaving the fairway
- Frequent cases of **false or inaccurate AIS data** (especially draught)

Incidents lead to:

- **blocking of the fairway**
- **additional costs** (hydrographic surveys, repositioning of buoys, dredging)
- **delays in operations** (e.g. dredging works, **lack of predictability** for the business)
- **environmental risks** (e.g. tankers)

Repeated violations occur in **critical sections** (Somovit, Batin, Belene, Vardim)

The issue with **floating signalization (buoys)** is long-standing and systemic



# Possible Measures to Reduce Incidents

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## 1. Control and regulations

- Strengthened **enforcement of Notice to Skippers (NtS)**
- More effective **penalties for violations**
- Mandatory **verification of AIS data** (especially draught)
- Control over **operational AIS equipment**

## 2. Coordination and cooperation

- **Joint Bulgarian–Romanian inspections** along the river
- Unified **control procedures and protocols**
- Improved coordination between:
  - Maritime Administration
  - Border Police
  - RIS centers

# Possible Measures to Reduce Incidents

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## 3. Proactive monitoring

- Expanded use of:
  - VTS / RIS monitoring
  - visual control in critical sections
- Early intervention in case of fairway deviations

## 4. Improvement of navigation infrastructure

- Maintenance and expansion of:
  - virtual AtoNs (rapid response)
  - floating and coastal signalization
- Faster restoration of damaged navigation marks

# Possible Measures to Reduce Incidents

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## 5. Training and safety culture

- Engagement with shipowners and captains to:
  - improve discipline;
  - build trust in official information;
- Promotion of responsible and professional behavior.

## 6. Traffic management

- Restrictions on:
  - convoy size;
  - draught during low water levels;
- Stricter control when passing through critical sections.

# Thank you for the attention!

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Executive Agency  
**EXPLORATION AND MAINTENANCE  
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