

Navigation and natural treasures conflicts and focal points

The Danube is Europe's greatest river, along nearly 2,850 km, through Europe's heartland. Out of its entire length, Romania's Danube River stretch covers about 1,075 km, flowing eastwards along the southern border, turns northwards near the Black Sea, then eastwards again, into the Black Sea forming one of the most important deltas in Europe, the Danube Delta (5640 sq.km). (I. G. Baboianu, Symposium III)

As a waterway, Danube facilitates communication, transportation, migration and movement, economic development and cultural exchanges and, unfortunately, still a waste dumping site for most of the countries located downstream.

"The Lower Danube hydrological aspects have been changed

- Change of the river morphology from an accumulative to an erosive type;
- An up to 26% reduction in the river run-off;
- An up to 60-80 cm drop in the water levels;
- An increased volume of dredging works which exceeds the dynamic stock of
- sediments;
- Lowering of the ground water levels in the adjacent terraces and islands;
- Lowering of the water levels in the lower sections of the tributaries;
- Drying up of protective and reservation areas;
- An increase of activities and costs for maintenance of the navigation channel
- Deteriorated stability of some structures and increased rate of bank erosion."

"The political changes in the Central and Eastern European Countries (CEECs) in 1989/90 brought about an economic turnaround from that of centralized planning to market economy and economic reforms have been undertaken. ("Urgent or strategic measures for navigation on the Lower Danube" - Kr. Daskalov, D.Smilov)

In the last ten years, EU transport policy has developed rapidly. The achievement of the goals of the Commission's "Common transport policy" action programme resulted in greater focus on the efficiency and quality of the integrated transport system.

The more recent "Trans-European Networks, or TENs have taken on a very special meaning in recent years in connection with a united Europe and cross-border cooperation

"At the second Pan-European Transport Conference in Crete in 1994 and later in Helsinki in 1997, ten major transport corridors, comprising road and Inland Water Transport (IWT) across the EU and CEECs were identified for assistance. One of the Transport Corridors that have been given importance is the Danube River, which is Corridor No. VII.

- Romania/Yugoslavia and Romania/Bulgaria 1075,00 – 375,00 700,00
- Romania-Romania/Moldavia-Romania/Ukraine 375,00 – 171,00 204,00"

("Urgent or strategic measures for navigation on the Lower Danube" - Kr. Daskalov, D.Smilov)

The presentation will focus mainly on waterway transport-related interventions and impacts:

- Shipwrecks (mainly from the Second World War) are located along Lower Danube
- Maintenance of the navigation channel/ Improving Navigation on the Lower Danube River
- Emissions from ships
- Power plants

Project Examples of hydrotechnical works in order to improve navigation conditions will be given.

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