



Constanta, 12 April 2018

**Mr. Henrik HOLOLEI**

Director General for Transport and Mobility (DG MOVE)

**EUROPEAN COMMISSION**

**1049 Brussels**

**Belgium**

**Reference:** The negative impact on Romania's economy caused by Bulgarian authorities' non-execution of dredging works on the Danube sector which is under their jurisdiction

**Dear Sir,**

**NATIONAL COMPANY MARITIME PORTS ADMINISTRATION S.A. CONSTANTA**, a Romanian legal person, with the office in Incinta Port Constanta, Gara Maritima, postal code 900900, phone +40 241 611 540, fax +40 241 619 512, e-mail [apmc@constantza-port.ro](mailto:apmc@constantza-port.ro),

As the Port Authority for the Romanian maritime ports of Constanta, Midia and Mangalia

And

**CONSTANTA PORT OPERATORS ASSOCIATION**, a Romanian legal person, with the main office in Constanta city, Blvd. Mamaia, no. 182, ground floor, postal code 900540, authorised by civil court decision no. 88/04.06.1992, phone/fax no. +4 0241/484.836, e-mail [office@portbusiness.ro](mailto:office@portbusiness.ro),

As representative organization for the port community, and as organization which is severely affected by the negative economic impact of the neglected Danube waterway maintenance,

First of all, we want to thank you for your reply and effort, as well monitoring the Bulgarian actions on the said subject.

The stake of having a navigable Danube throughout the year is of capital importance for developing the context in which citizens of the Union, economic operators and regional and local communities are capable to benefit of all advantages from the setting-up of an area without internal frontiers, emphasized by art.170 of The Treaty on the Functioning of the European Union. Therefore, no effort is to great in assuring ourselves that the dredging activities are on the right path and that one of the most important trans-European network is on its way to become fully functional.

In this context we want to express our concern regarding the dredging activities performed by the Bulgarian State. As you rightly said, the procurement procedures for dredging of the fairway in the common Bulgarian-Romanian sector has been signed, but the company that won the contract (Cosmos Shipping AD Varna) don't have any experience in marine works and it didn't charter or own any



dredging equipment. The fact that such an important technical work is given to a company without any prior experience in this domain is, for us, a clear sign that we will have the same amount of problems with the navigation on the Danube next years as we have now.

**Regarding your proactive approach of this matter we kindly ask you to ensure that the Danube dredging activities performed by the Bulgarian State in the common Bulgarian-Romanian sector are on the right path and we will not delay any concrete actions, through seminars and workshop of finding obvious solutions.**

On the other hand, delaying the dredging works greatly affects the interconnection and interoperability of transport networks as well as the access to such networks. Private investments in the Danube ports are insufficient and railways connecting the Danube ports with the rest of the transport network are in a poor condition. Danube is complemented by the railways and they form together an interconnected and interoperable system that work for the entire Europe.

Danube, ports and railways could be the path to growth of one of the poorest regions of European Union. This system can create the solid platform on which local communities could flourish using the same model existent on the Rhine.

The Danube dredging and commercial corridor created by this will set commercial premises for public investment in naval domain from Romania, but also for the private operators. Many of the Romanian operators are also know in the EU, are acting worldwide, they are creating strategies, added value and business plans by using TEN-T commercial corridor of Romanian Ports and Riverway.

Please consider our message and help the South Eastern part of European Union to benefit of all the advantages from the setting-up of an area without internal frontiers.

**NATIONAL COMPANY**

**CONSTANTA PORT BUSINESS ASSOCIATION**

**MARITIME PORTS ADMINISTRATION S.A. CONSTANTA**

C.E.O.,

Chairman,