

**S.C. HIDROELECTRICA S.A.**

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**PRIVREDNO DRUSTVO HIDROELEKTRANE DJERDAP**

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Vienna, 2<sup>st</sup> of March 2012

**Subject:** Obligation to take measures to prevent and to fight ice at Iron Gate I and II

Dear Sirs,

Pro Danube International is a network of more than 100 private businesses of transport users, barge & port operators as well as logistics and other service providers with the aim to increase the efficiency of transport on the Danube.

From our members we received the information that the passage of Iron Gate I and II is closed since the 6<sup>th</sup> of February up to date for reasons of ice. According to a convention signed on 16<sup>th</sup> of May 1998 (in force since 19<sup>th</sup> of January 1999) between the Republic of Romania and the Republic of Serbia, your organizations are obliged to carry out active measures to prevent and to fight ice in and around the Iron Gate I and II infrastructure (river sections KM 936 to KM 949 and KM 858 to KM 868).

Article 22 of the referred state convention demands from both organizations to operate “two ice-breaker vessels of adequate power, capable to operate on ice layers of at least 0.5 m thick” as from the year 2000 onwards. We learned that in reality each organization disposes only of one ice-breaker.

Our members from the barging sector reported that there were very little activities for ice prevention on the Serbian side and no visible measures at all on the Romanian side. The ice-breaker "Goliat" which is under Romanian flag was reported to be moored in the port of Turnu Severin and without naval registration papers all over the critical period.

We are convinced that proper ice-measures carried out from both organizations in line with the regulations of the state convention would have reduced the duration of the lock up of transport significantly.

As the failure to fulfill the convention generates millions of Euros damage to the barging and shipping industry and endangers the supply of raw materials to important industries of the region we want to ask following questions:

1. What kind of measures did your organization carry out to fulfill the obligations regarding ice according to the mentioned state convention?
2. Why was it not possible to carry out the foreseen measures?
3. What kind of measures will be taken by your organization to prevent a similar situation for the next year?

We will forward your answers immediately after receipt to our members.

Improving the conditions for navigation and thus the reliability of the Danube waterway is essential for economic growth and jobs in the Danube region. Therefore, the elimination of existing shortcomings is not only a main concern of our members but also a political priority within the European Union's strategy for the Danube region (EUSDR).

We would like to state that it is not our intention to blame but to identify shortcomings which must be solved within the European framework.

Yours Sincerely



Alexandru Capatu  
Chairman



Manfred Seitz  
General Secretary

Copy:

Milutin Mrkonjic - Minister of Infrastructure and Energy of Serbia

Alexandre Nazare – Minister of Public Works, Transport and Housing of Romania

Horst Schindler – Counselor for Infrastructure at Danube Commission

For the European Commission:

Dimitrios Theologitis, DG MOVE with regard to European Inland Navigation Policy

Irina Cruceru, DG REGIO with regard to EUSDR

Attachment:

Translation Convention (Excerpts)