



**HIDROELECTRICA**  
**PORTILE DE FIER**

**S.C. Hidroelectrica S.A.**

J40/7426/2000

RO 13267213

Capital social: 4.474.513.380 lei

Certificat ISO 9001/14001/OHSAS 18001

SRAC Nr. 325/3; 95/2; 250/1 - 2009

**Catre**

**PRO DANUBE INTERNATIONAL**

**Domnului Manfred SEITZ**

**General Secretary Pro Danube International**

Sucursala Hidrocentrale Portile de Fier

SECRETARIAT

Nr. 1759/06.03.2012

**Subiect:** *Ice prevention and fighting at Iron Gates*

Stimate Domn,

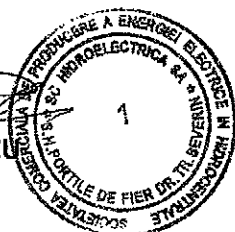
Urmare adresei Dvs. din 02.03.2012 va comunicam urmatoarele:

- Prin Conventia de exploatare si intretinere a Sistemelor hidroenergetice si de navigatie Portile de Fier I si Portile de Fier II din 16 mai 1998 (Legea 14/1999) in Cap.IV – Aparare impotriva gheturilor si apelor mari, art.22 sunt prevazute obligatiile beneficiarului roman (SH Portile de Fier) si beneficiarului sarb (PD Hidroelektrane Djerdap d.o.o. Kladovo) si anume: interventia cu spargatoare in scopul prevenirii zapoarelor in sectiunile critice din lacurile de acumulare.
- Conventia de exploatare din 1998 (Legea 14/1999) nu prevede obligatii pentru SH Portile de Fier, respectiv HE Djerdap Kladovo, de a interveni cu spargatoare pentru necesitati de navigatie, ci numai pentru interventii de prevenire a zapoarelor in zonele cu sectiunea Dunarii cea mai mica.
- In iarna 2011/2012 cei doi beneficiari de la Sistemul Portile de Fier I – HE Djerdap I au inchiriat cate un spargator care au stationat in zonele convenite la nivelul Comandamentului comun de aparare impotriva ghetii.
- In perioada 06.02.2012 – 02.03.2012, in sectorul km.D 863 – km.D 1075 de care raspunde beneficiarul roman, nu a existat niciun moment pericol iminent de formare zapoare si, drept urmare, spargatorul Goliat nu a actionat in podul de gheata existent. Spargerea podului de gheata ar fi inrautatit situatia si ar fi condus la suprapunerea de sloiuri si formarea de zapoare cu pericol de inundatii in amonte.
- Pentru iarna 2012/2013 numarul de spargatoare va fi cel putin ca in iarna 2011/2012, dar nu vor interveni pentru realizare senal navigabil pentru necesitatile de transport fluvial.
- Numai forta retelei Dvs. Pro Danube International poate face un consortiu dotat cu spargator de gheata care sa mentina senalul navigabil si la aparitia fenomenului de gheata pe Dunare.
- Pentru a limita accidentele la navele din reseaua Dvs., in situatia fenomenului de gheata, trebuie sa se faca o monitorizare stricta a fenomenului pe toata Dunarea si sa dispuna masuri rapide de intrare la iernatie a navelor daca nu s-a rezolvat problema senalului navigabil in gheata.

Cu stima,

  
**Teodor PAVELESCU**

**Director**



**Sucursala Hidrocentrale Portile de Fier**

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Att.

**PRO DANUBE INTERNATIONAL**

**Mr. Manfred SEITZ**

**General Secretary Pro Danube International**

**Subject :**      *Ice prevention and fighting at Iron Gates*

Dear Sir,

In answer to your letter, dated 02.03.2012, we let you know the following:

- The Convention for the joint operation and maintenance of the Iron Gates I and Iron Gates II Systems, dated 16<sup>th</sup> May 1998 (Law 14/1999), Chap. IV – Ice and High Waters Protection, art. 22, stipulates the obligations of the Romanian Beneficiary (SH Portile de Fier) and of the Serbian Beneficiary (PD Hidroelektrane Djerdap d.o.o. Kladovo) namely: the intervention with icebreakers for the purpose of preventing ice jams formation in the critical sections of the accumulation lakes.
- The operation Convention of 1998 (Law 14/1999) does not stipulate the obligation for SH Portile de Fier, respectively HE Djerdap Kladovo, to intervene with icebreakers for navigation purposes, but only for ice jams prevention in the areas with the smallest Danube section.
- During the winter of 2011/2012, the two Beneficiaries of the Iron Gates System I – HE Djerdap I, have each rented one icebreaker which remained stationary in the areas agreed by the Joint Commandment for Ice protection.
- In the period 06.02.2012 – 02.03.2012, on the Danube section between km D 863 – km D 1075, which is in the responsibility of the Romanian Beneficiary, there was no imminent danger of ice jams formation, at any time, and as a result, the “Goliat” Icebreaker did not operate on the existing ice bridge. The breaking of the ice bridge would have made the situation worse and would have lead to the overlapping of the ice floes and the formation of ice jams with the imminent danger of upstream floods.
- For the winter 2012/2013 the number of icebreakers shall be at least similar to that of the winter 2011/2012, but they are not to assure the navigable fairway for river transport needs.
- Only your network, *Pro Danube International*, has the force to create o consortium equipped with an icebreaker that could keep the fairway navigable during ice phenomenon occurrence on the Danube.
- In order to avoid accidents for the ships in your network, in ice situations, the phenomenon must be strictly monitored on the whole length of the Danube, and rapid measures for winter sheltering of the vessels must be taken must be taken, in case the problem of the fairway cannot be solved.

Faithfully yours,

*(round stamp and signature)*

**Teodor PAVELESCU**

**Director**

Sucursala Hidrocentrale Portile de Fier