

An overview of the project: „Regulation of the Danube River Waterway at Sotin from 1321 rkm to 1325 rkm”

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Stakeholder Forum of the project “Preparing FAIRway 2 works in the Rhine-Danube Corridor”
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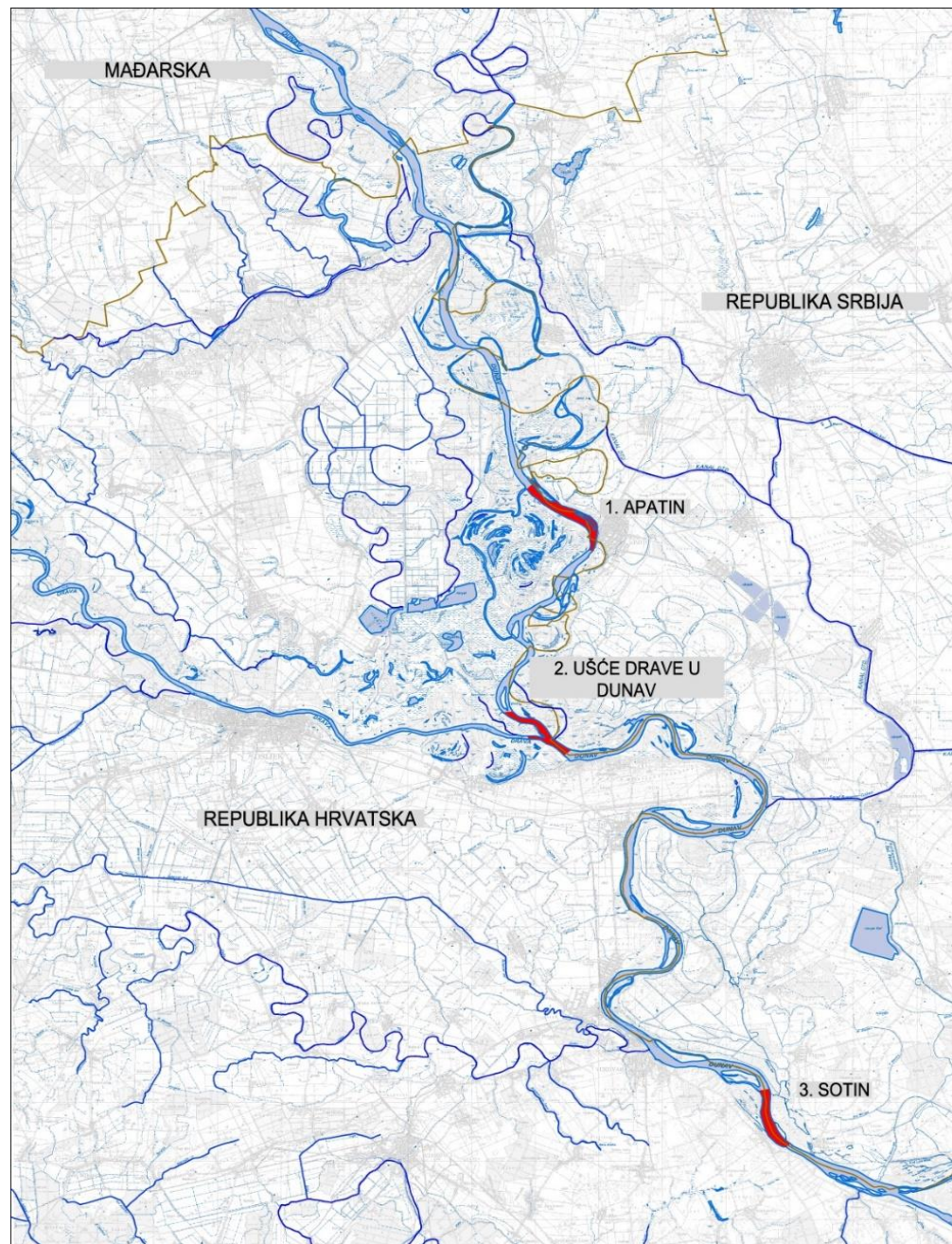
Operativni program
**KONKURENTNOST
I KOHEZIJA**

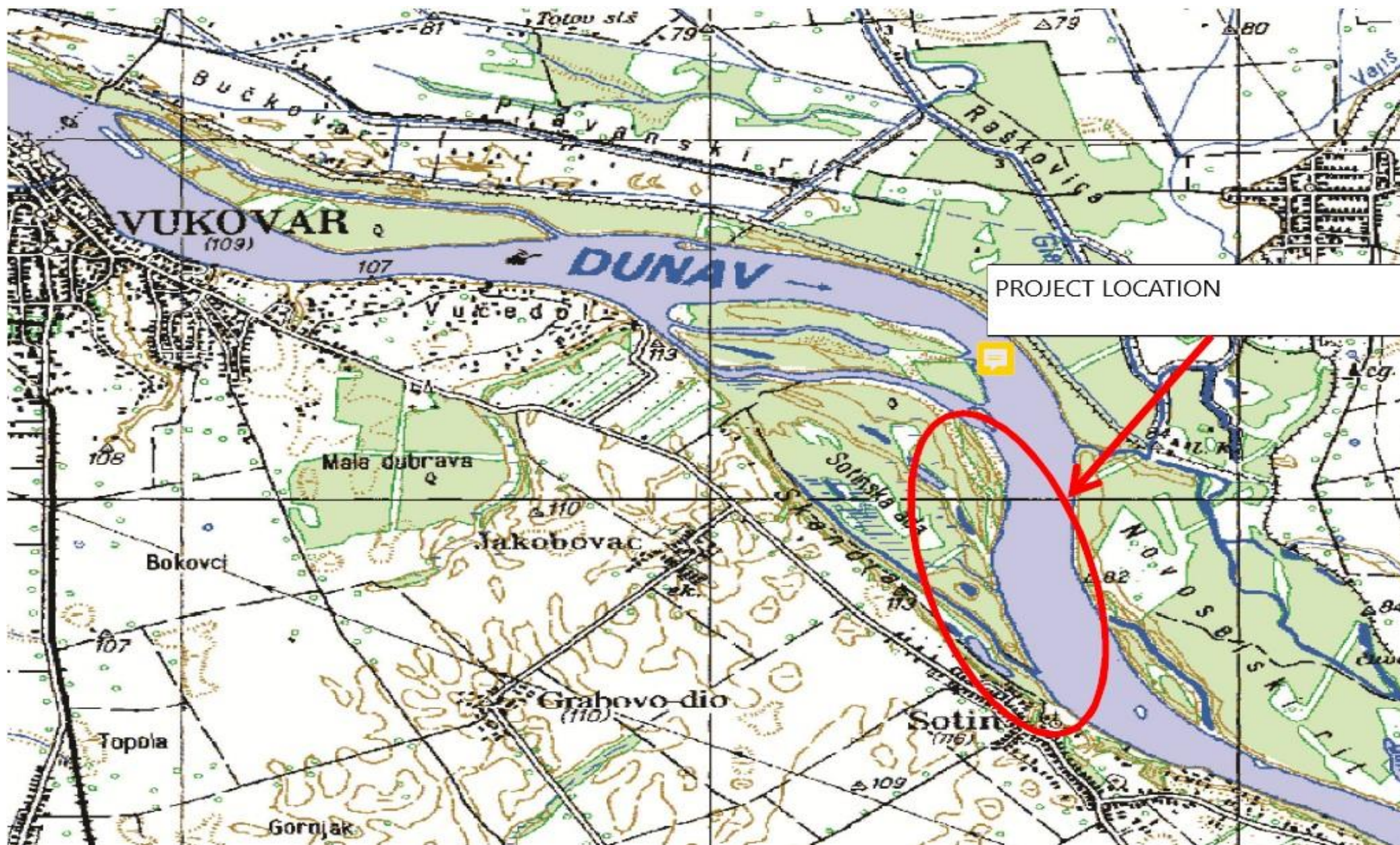
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Introduction

- It has been identified that common stretch of the Danube between HR-RS (137,5 km) has 17 critical sectors, but most severe ones are Apatin sector, mouth of Drava river and Sotin sector with insufficient depths throughout whole year round.
- Near the village of Sotin (at rkm 1322) the Danube River has eroded the extremely dilapidated right coastline which might result in the undermining and collapse of a high bank on which the village and the local church are located. Apart from the village, due to the erosion processes, the removal of the coast would directly endanger the archaeological site of the old Roman settlement.
- By examining the cartographic displays and by inspecting the situation on the ground it can be seen that there is a considerable expansion of the flowing profile. The erosion of the right side has the effect of increasing the width and decreasing the depth of the river profile. This phenomenon negatively affects the conditions of navigation. This negative influence is substantial at lower water levels.
- This project proposes a solution for coast protection in the form of regulation facilities that promise the best results and are well suited to the surroundings. The construction of the facilities proposed within this project will narrow the flow profile, leading to faster currents and reduced sedimentation, thereby preventing the formation of sandbars and providing favorable depths for navigation.



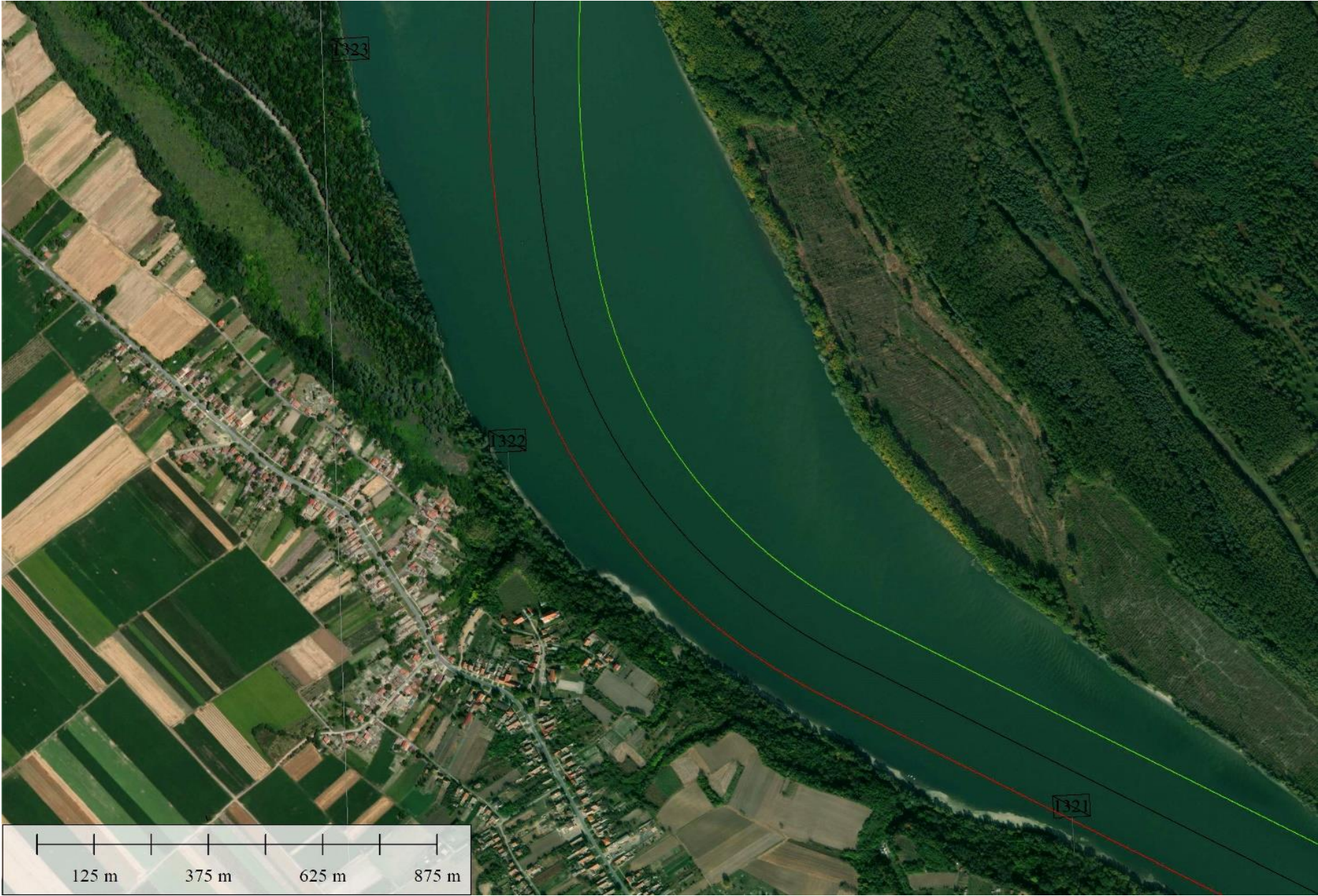


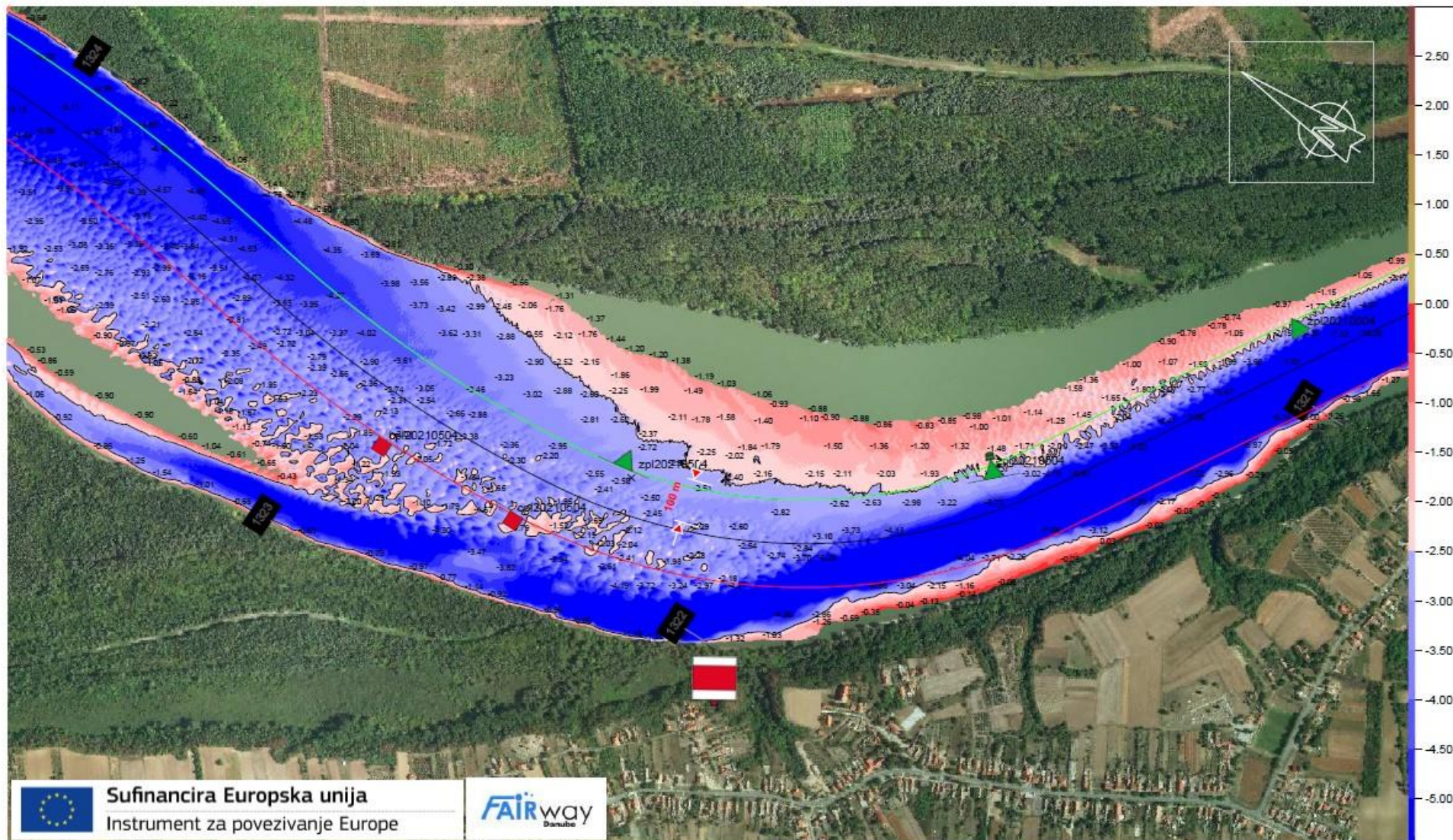
Project goal

- **Regulation of the Danube River Waterway at Sotin from 1321 rkm to 1325 rkm yields the following results:**
 1. Establishing a greater degree of year-round navigation safety, especially during the summer months when the danger of stranding is more pronounced due to low navigable water levels, and the increased traffic of cargo and passenger vessels. This will improve the navigability conditions on the core network (Danube river) of the Rhine-Danube TEN-T Corridor.
 2. Establishing preconditions for further development of inland waterway transport in the Republic of Croatia. The regulation of the waterway at Sotin, in parallel with a number of other planned or incipient investments (modernization of ports in Slavonski Brod and Osijek, construction of a winter shelter in Opatovac), will enable the growth of river traffic (transport of goods and passengers), an environmentally friendly form of transport encouraged by the EU.

Planned project activities

- This project will construct the following control facilities:
 - transverse groyne 21-D/1,
 - transverse groyne 22-D/1,
 - longitudinal structure 22-23-D/1.
- The longitudinal structure and the t-groynes will fix the projected regulatory line and will work to narrow the flow profile downstream by forming a new coastline. In this way, positive effects will be achieved in the water course, and by reducing the width, more favorable depths required for navigation will be obtained. Likewise, moving the coastline will protect the high bank threatened by erosion.



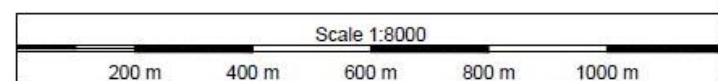


 **Sufinancira Europska unija**
Instrument za povezivanje Evrope

 **FAIRway**
Danube


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Uprava unutarnje plovidbe

SITUATION
Sotin
rkm 1321+000 - 1324+000

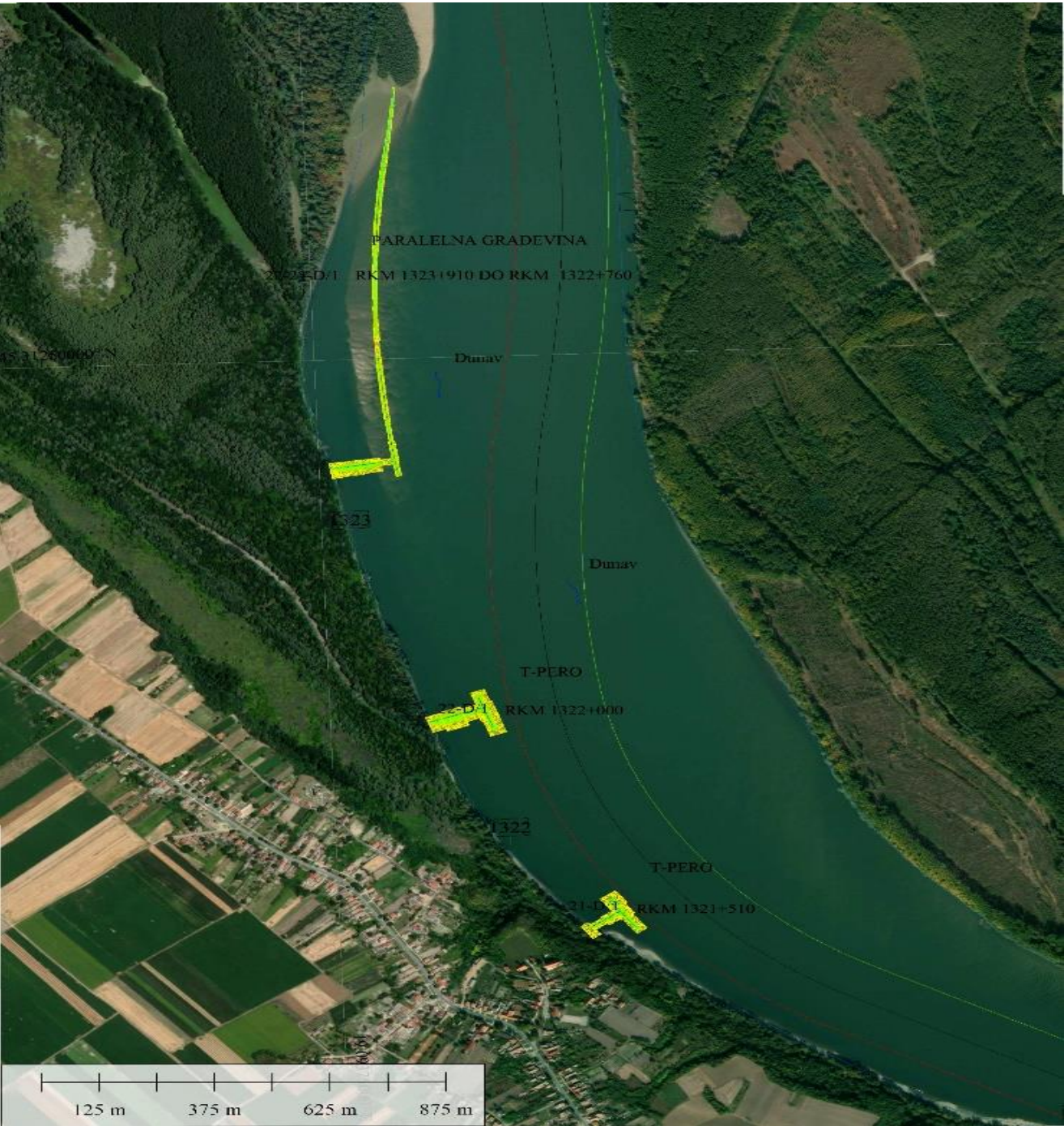


Survey date: 04. - 05. May 2021.
Survey type: multibeam
Depth reduced at ENR=76.36 m (Vukovar +17)

A3

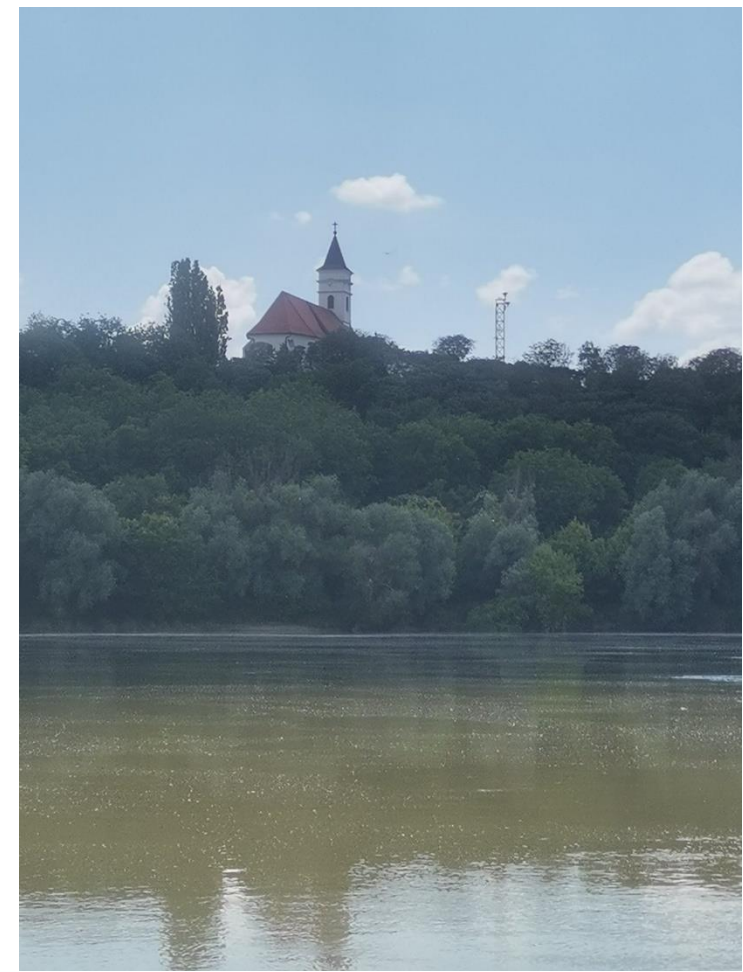
Please note that since the date of surveying riverbed and signalling may have changed.
The marking system will be changed at a water level lower than +100 cm (Vukovar)

Data source: MMPI / Created by: Andrija Spaić, dipl.ing



Project beneficiaries

- Local citizens
- Inland navigation transport sector



Impact on nature and wildlife

- Rich wildlife (fishes, birds, insects, plants and trees)
- Ministry of Environmental Protection and Energy proscribed that EIA study is not needed but instead study of main assesment of acceptability for ecological network (Natura 2000) was produced and mitigation measures were proscribed. Impact is assesed as mostly neutral after the regulation facilities are built.
- Stakeholders were involved in critical phases of the project – public hearing was organised but there was no objections recieved.
- The project is in line with national legislation and EC directives

Transboundary impact

- Sotin stretch is part of the common Danube sector between Croatia and Serbia
- ESPOO convention has to be applied only in case of necessity of production of EIA – not the case – Study of main assessment of acceptability for ecological network (Natura 2000)

Project preparation time-line

Phase of Croatia's pre-accession to EU: (30.06.2013.)

- Preliminary design - 2009.
- Opinions, decisions and verifications by various involved ministries and local government obtained through 2009.-2011.
- Location permit: IX/11
- Main project: X/12
- Building permit: II/13

Phase after Croatia accessed into EU (01.07.2013.)

- Feasibility study : XI/13
- Study on the assessment of the acceptability of the intervention for the ecological network: XII/17
- Ministry of the environment protection and energy issued mitigation measures : IX/18
- Amendments to the Location permit: VIII/19
- Amendments to the Building Permit: XII/19
- Cost – benefit analysis: I/20
- Dedicated call for project proposal: II/20
- Application of the project finished : IV/20

Financing and the Status quo

- Source of funding 85 % EU funded through OPCC (Operational programme competitiveness and cohesion 2014 – 2020) / 15% National Budget of RH
- Total eligible costs: 5.813.000 EUR (4.904.100 EUR EU Grant)
- Grant Agreement signed on : 02.10.2020.
- Currently all project activities are being under tendering (works, project management, expert supervision, visibility and publicity)
- Project ends by 12/2023.

- Thank you for your attention....