

## MINUTES No 1

### of public hearings

17<sup>th</sup> of December 2004 r.

Town of Izmail

The work public session was opened by: S.P. Repnikov – chairman of work group

Chairman A.A. Semenov

Secretary T.E. Kuklanova

Attending the hearings are the representatives of the public from the city of Kiev, Kharkov, Uzhgorod, Odessa, Reni, Kiliya, Vilkovo, Izmail of Izmail area. Altogether 206 people were registered.

### AGENDA

Discussion of the working project "Complete development to the reconstruction of deep-water ship passage Danube River –Black Sea in the Ukrainian section of the delta"

**SPEECH by: V.V. Bezdolnyy** (the speech is enclosed).

### SPEAKERS:

1. **V.M. Shykhnenko** –chief engineer of "Rechtransproject"

- During the whole period of work since 1992 there were 14 alternatives of different ship passages worked over with assessment of their ecological impact. Technical and Economic Assessment approved by a Decree of Cabinet of Ministers of Ukraine recommended "the branch Bystry". This is practically a restoration of the ship passage which existed before 1958 and was shown in pilot charts of 1956.

In connection with the ecological impact the work project proposed two-stage works to carry out. The works is being carried out with all necessary precautionary measures implemented.

2. **A.G. Vasenko** – deputy director of Ukrainian Research Institute of ecological problems

- Many organisations have been got to work on organisation and conducting complex monitoring, the head organisation is Ukrainian Research Institute of ecological problems, also engaged in the work were the Danube biosphere reserve, Odessa institute of biology of the south seas, institute of microbiology of Academy of sciences of Ukraine, Danube hydrometeorological observatory, Danube centre of observations and warning centre of ecological monitoring of Ukraine and others.

3. **B.N. Ostroverkh** – leading research officer of institute of hydromechanics of National Academy of Ukraine.

- our institute was engaged in this work since 1997. By means of mathematical model a few alternatives of restoration of ship passage were examined. Our investigations proved advantages of the ship passage restoration just through the branch Bystryy.

4. **V.V. Adabovskiy** – institute of biology of South Seas:

- our institute has 30 years experience of work in the delta of Danube. Report on the last data on monitoring is ready now and will be handed over to the appropriate official channels within the few next days.

5. **V.I. Kalinichenko** – chief of research laboratory of ChernomorNIlproject

- when monitoring all the factors were taken into consideration. One of the major matters is a research of the process of inwash. Currently the inwash doesn't exceed the calculated magnitudes. Quality of the bottom ground quite corresponds to the international standards. World experience indicates that such grounds can be dredged, stored in underwater and bank spoil piles. One can

make a conclusion that the works at the 1<sup>st</sup> stage were carried out in accordance with the recommended technologies; this didn't bring in considerable changes in ecological system of the given area. We confirmed this with our researches and reports.

**6. V.M. Voloshyn** – chairman of public organisation “Grand Leader”  
(town of Uzhgorod):

- When we have a freight flow this is a branch, which brings the extremely high multiplication effect in the economics. I.e. this gives a rise to a small business; people have jobs and so on. This is just the thing the local public has to take into account when taking some decisions. The next thing is a matter of ecological tourism. We have everything to attract the tourists, money, extra jobs. This is necessary to take into account. The third –first there was a normal intervention of information that was directed to stand upon corporate interests of our neighbours-Romanians. So it is necessary to work over the image of our country in this matter.

**7. V.G. Chernobykin** – chief of Kiliya port station

- Our collective is a litmus paper of the economics status of Danube adjacent area. Over 8 years our enterprise practically didn't work though we are the first point of a calling. Our collective was looking forward to the beginning of the channel operation. As early as 2<sup>nd</sup> September we accepted the first ship. We are for the ship passage with all our hearts.

**8. O.N. Ocadcha** – Ukrainian society of the birds' protection:

- We as the representatives of ecological public organisations stand for complex accounting, minimisation and making up of negative impacts on surroundings, which are possible in the process of construction and operation of this ship passage. In view of this we have a few proposals, first is the wider accounting of negative impact, second- more active getting the public involved, information of the public on the process. It is necessary to publish and inform about all materials and make assessments of the damage inflicted and potentially possible damage. We offer to conduct international conferences on the problems of Danube, organise competitions on the mini-grants on these theme.

**9. V.N. Morozov.** – Director of Danube hydro meteorological observatory:

- We are closely co-operating with Kharkiv institute of ecological problems on a few directions , penetration of salt waters into the arm of Danube in particular and will continue our work in future.

**10. Merkulov V.I.** – deputy chairman of Reni district state administration:

- This channel is vitally important for our region. The town of Reni is a port town. The fortune of the port depends on the shipping as this is the jobs for the population of the town. The city of Reni was one of the initiators of resumption of shipping in the channel. In the first place it is necessary to think of the people living here.

**11. V.N. Rakhovetskiy** –Chairman of the Danube captains association:

- I used to work at this channel in Soviet times. Now the concern of Romania is understandable. They are worried not about the “birdies” but about the own interests. Having such an entry to Danube the Ukraine had no own entry to the sea. It was to be realised long time ago. We waited too long for this channel. Keep on this way.

**12. S.K. Chumak** – deputy of municipal council:

- The passage in the branch Bystryy has existed. The people remember well these times. And birds are not bothered with the ship traffic. But at the same time due to the works conducted by Romania side our section of the delta is becoming shallow. The question rises itself, why international supervisors are not attracted by the activity of the Romania side.

**13. S.A. Sheparenko** – ecological group “Rechenegy”

- As for our viewpoint in the document (the resolution draft) submitted for consideration the controversial enough are the clauses 4 up to 7. They are to be either softened or made more accurate on what organizations supported these clauses.

**14. P.S. Suvorov** – president of Danube Ukrainian shipping company:

- If to talk about economy as on the whole then the economy of adjacent region of Danube are composed just of the ports, works and the shipping company. This potential is used now only for 40%. Owing to the ship passage this situation is changing to the better now. Ecological situation in the delta was extremely negatively affected by military conflicts in Yugoslavia, pollution caused by enterprises in the mountains of Romania. Our enterprise felt revival due to the restoration of the ship passage. Many ships could return to their homeports.

**15. Eremin E.S.** – representative of the public of Izmail town, public correspondent of the town's newspaper «My land»:

- The history of the last century shows an ecological and hydrological catastrophe takes place which started after construction of Sulinskiy channel by Romania due to which a redistribution of the water flow occurred and the Ukrainian part of the delta began getting shallow. To solve the problem only at the level of relations between two countries namely Ukraine and Romania doesn't seem possible. It is necessary a participation of all the countries of Danube adjacent countries interested in free navigation on Danube.

**16. O.Z. Petrovich** – The national service of reserves affairs of the Ministry of environmental protection of natural medium protection.

- Without doubt we support the decision of the government to create a deep-water ship passage. This region has a great potential both in economic and recreation meanings. We offer to the public to pay an attention to the development not only of the industry but tourism as well. However for this it is necessary to save the nature. Ministry of ecology hopes for close cooperation with the ministry of transport, government of Ukraine, the State Enterprise „Delta-Pilot” and the local public in the future.

**17. Y.D. Shuyskiy** – professor of Odessa national university, chairman of the national association “Euroshore-Ukraine”:

- at the present hearings we paid minor attention to the foreign specialists who used to come to us. During the last visit of the specialists from over 25 countries I spread the address in which it was pointed out that Ukraine took into account all international requirements at planning and realization of the project, the current situation in the Danube adjacent territory due to which the population reduced, mortality exceeded the birth-rate 2 times because of the hard economic situation was showed. This is a humanitarian disaster. No any answer received so far. No one of the reports of the international specialists shows the reason why Ukraine began the works of restoration the shipping. However the broad scientific community supports the project.

**18. V.I. Khramtsov** – chairman of municipal district organization of Ukrainian society of the nature protection:

- our organization fully supports the project of reconstruction of the passage channel. Against the channel were mainly Ukrainian public organizations, existing at the expense of foreign grants.

**19. V.L. Yankovskiy** – Colonel-general of the Zaporozhye Cossacks, adviser of the Supreme ataman on the problems of ecology:

- the attitude of the opponents of the channel is not clear when the next accident in the gold fields of Romania occurs and cyanides get to Danube, in particular into the territory of biosphere reserve. Moldavia is building the oil terminal on the bank of Danube – silence once again. Ukraine is silent. Why nobody is disturbed that Romania is going to build a fifth man-made channel. It is necessary to carry out the works, which allows redistributing the water flow in our favor that will better the ecological situation. Cossacks worked on a voluntary basis in realization of the first stage and will be later to continue cooperation with State Enterprise “Delta –Pilot”.

**20. Yakovlev** – veteran of Administration of Danube Shipping Company

- From us, the company staff, in the first place there was a proposal of the restoration of the passage and we express our gratitude to our government and to all organizations which took the decision to reconstruct the ship passage. Now the task is to protect this channel, which was built with such a hard work, and protect our interests.

#### **Questions to the speaker:**

**Q.1.** If the ecological insurance of liability concerning construction and operation of the channel is provided?

**Answer of the speaker:**

- Indemnification is provided by the project (3.150 m UAH). Besides the work is carried out in the most civilised way. All stages of the work are considered and provided for in details. In particular, storing of the grounds, which can be used later. Planting of greenery in particular is provided. Besides 1.5 m UAH annually are provided for monitoring.

**Q2.** What is the cost of the 1<sup>st</sup> and 2<sup>nd</sup> stages of the project?

**A:** All the information can be found on our site. At the stage of approval the cost of the complete project is 344.969 m.

**Q3.** What is a supposed alluvion in 5, 10 years and so on?

**O.:** The project provides 220 thousand tonnes. Though practically at present time owing to hydrological works the alluvion is much less. So it is normal.

**B.4.** Has the service of ecological disasters elimination been organised and will it be working?

**O.:** In the first place it is a power of the Ministry of Emergency Situations, which possesses all necessary capacities and means. What is more the every port has own means for to eliminate the damages. Our task is to minimise a possibility of origination of such situations. Contrary to Romania we already use such technologies.

**B.5.** Where one can get familiarised with the results of monitoring?

**O.:** On our site after we got results.

**B.6.** What caused the address of the State Enterprise "Delta-Pilot" to Odessa Office of Public Prosecutor on the fact of financial and economic activity of the leadership of Danube biosphere reserve?

**O.:** The address was made by the request of the people of Vilkovo town.

**DECISION:**

1. To adopt the resolution of public hearings on restoration of the deep-water ship passage Danube-Black Sea in the Ukrainian sector of the delta for full development with alterations and annexes submitted in the cause of the discussion. Resolution is enclosed.

**VOTED:**

"In favour"	<b>203</b> persons
"Against"	<b>2</b> persons
"Abstained"	<b>1</b> person

**Chairman**

**A.A. Semenov**

**Secretary**

**T.E. Kuklanova**

*This TRANSLATION should serve as a true document. Translation has been done in the City of Mykolaiv by a qualified official translator IRINA V. KURAKINA, Translation Bureau of Mykolaiv. I DO HEREBY CERTIFY that the above English translation is TRUE AND IDENTICAL to the original, a copy thereof is attached hereto. Certificate of State Registration No. 1951200242 was issued by The Chamber of Registration and Licensing (Mykolaiv) on July 26, 1995. My bureau address: Moskovska 42-59, 54017 Mykolaiv, Ukraine; Tel.: +38-0512-474028; E-mail: [ark@mksat.net](mailto:ark@mksat.net)  
IN TESTIMONY WHEREOF, my official seal is hereunto affixed.  
Witness my hand this 28th day of January 2005*

*Irina V. Kurakina, Translator*