

- The communities from the reserve are considerably different from those from other deltas (Nipre, Nistre, Don, Kuban) from the North-West Black Sea coast and Azov Sea. The area comprises of a majority communities specific to the wetlands, that represent 80% of the total area.

- There will be two types of impact of the construction works:

- the waves produced by the ships will determine changes in plant communities, many species, including the rare ones will disappear;
- the navigation represents a vector for the exotic species introduction;

- The proposed canal will cut the central area of the biosphere reserve and will result in a high level of pollution on an area of 5 km all around the canal and negative influences on the reserve's flora and fauna. The reserve's territory is the permanent or temporary habitat for rare or endangered insects, amphibians and reptiles, many of them being on the European Red List or on the Red Book of Ukraine. The majority of the mentioned vulnerable species are affected by the industrial activities.

6. Human communities

The local people livelihood in the Danube's mouth area is based mainly on fishing. The canal construction put under a question mark this traditional activity.

The „Danube-Black Sea” transport canal construction through the Bystroe estuary will cause the destruction of the natural communities from Danube Delta, at the same level that will destroy the traditional forms of natural resources management and can lead to worsening the socio-economic conditions of the region. In other words, the completion of this project will lead to the violation of the management principles for a biosphere reserve defined by UNESCO under the “Man and Biosphere” programme.

7. Existing transport ways

Today, the sea ships traffic on the Danube river take place on the Sulina-Braila sector.

The sediments carried by the Danube river through the Chilia branch – that limits the Romanian-Ukrainian border – and implicitly through the new Bystroe transport canal will be deposited by the sea currents on the north-south direction on the Sulina canal's mouth, being necessary dredging works, very expensive – due to silting – to maintain the navigation depth.

Also, the important sediments contribution carried through the new canal section will cause morphological changes with irreversible effects in the delta-sea contact area.

As conclusion, the construction of the canal through the Bystroe estuary threatens the existence of the Danube Biosphere Reserve from Ukraine with impact on Danube Delta Biosphere Reserve from Romania, as well.