

**NOTIFICATION TO AN AFFECTED PARTY OF A PROPOSED ACTIVITY UNDER ARTICLE 3 OF THE CONVENTION**

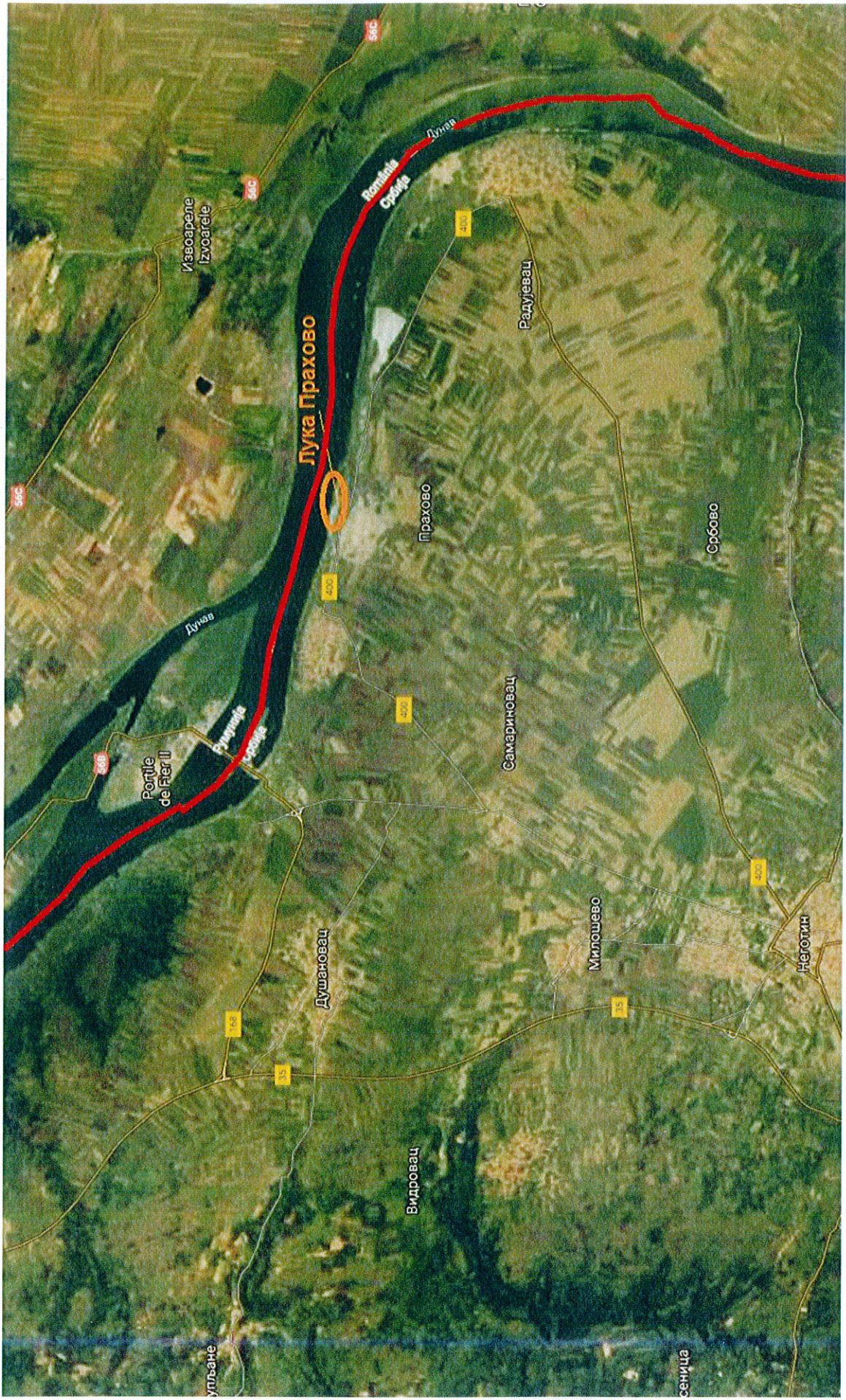
<b>1. INFORMATION ON THE PROPOSED ACTIVITY</b>	
<b>(i) Information on the nature of the proposed activity</b>	
Type of activity proposed	Construction of new port capacities of the Port of Prahovo
Is the proposed activity listed in Appendix I to the Convention?	yes
Scope of proposed activity (e.g. main activity and any/all peripheral activities requiring assessment)	<p>The port of Prahovo is one of the most important industrial facilities in the municipality of Negotin. It was established for the purpose of providing transport services to the industrial set IHP Prahovo. The port in Prahovo is located on the 861th right bank of the Danube. The port is open, the operational shore is 560 m long. The 971 m long industrial railway track is connected to the national railway networks. General and bulk cargo is transhipped in the port.</p> <p>The Project in question plans to expand the capacity of the Port of Prahovo, which is reflected in:</p> <ul style="list-style-type: none"> <li>- construction of a new administrative building,</li> <li>- construction of new storage capacities for bulk and general cargo predominantly but not exclusively related to the chemical industry,</li> <li>- modernization of port machinery,</li> <li>- construction of reception terminals, marine oil, waste materials and wastewater (Green Terminal) and</li> <li>- reconstruction and construction of the missing primary infrastructure in the Port</li> </ul>
Scale of proposed activity (e.g. size, production capacity, etc.)	<p>The green terminal in the Port of Prahovo consists of:</p> <ul style="list-style-type: none"> <li>- Pumping stations with control room, and wet node,</li> <li>- 4 tanks with associated tanks for hazardous liquid waste from ships,</li> <li>- Canopies for non-hazardous waste,</li> <li>- Canopies with partition walls for hazardous waste,</li> <li>- Rainwater and water collection system from plateau washing with oil separator,</li> <li>- Plateaus and internal roads,</li> <li>- Fences with gates for freight traffic and pedestrian employees</li> </ul>
Description of proposed activity (e.g. technology used)	<p>The approach and docking of a cargo ship in the Port of Prahovo, like other vessels, takes place in the upstream direction of the river. Namely, all ships access the river ports from the upstream side due to the fact that in that case the authorized captain completely controls the vessel and the influences of the river flow forces are much smaller than when the docking would be done in the downstream direction.</p> <p>Collection of waste materials from ships (ship waste) in the Port of Prahovo is done by the Collector Ship, in such a way that the Collector Ship approaches the anchored ships and takes over the waste material.</p> <p>The collector ship is equipped with:</p> <ul style="list-style-type: none"> <li>- 4 tanks with a minimum individual volume of 30 m3 each;</li> <li>- system of pumps for pumping / pumping liquids into / from tanks with capacity Q = 10 m3 / h;</li> <li>- space for storing barrels and waste containers;</li> <li>- crane for loading / unloading barrels and containers (piece cargo) with load capacity Q = 1 t.</li> </ul> <p>After filling its capacities, the ship collector docks at Berth 8 ("Green Terminal" berth) and unloads the collected waste.</p> <p>Liquid waste (bilge water, emulsion and oils from the bottom of ships) is pumped directly from the tank of the Collector's Ship into the tanks of the "Green Terminal". The measurement of the entered amount of each individual type of liquid waste is performed via a flow</p>

	<p>meter.</p> <p>The piece cargo (barrels and containers) is unloaded at the dock of the "Green Terminal" or directly into the truck using the crane of the Collector's Ship, from where they are taken by truck to the "Green Terminal". At the reception, their measurement is performed on the cargo scale in order to keep daily records of received waste, by types and categories.</p> <p>After registration of their receipt, identification and recording of the entered amount of waste, the piece waste is placed by forklift under canopies for hazardous or non-hazardous waste, in appropriate boxes, which are protected from atmospheric conditions and each waste has a specific and marked place of temporary storage with the Rulebook on the manner of storage, packaging and marking of hazardous waste ("Official Gazette of RS", No. 92/10).</p> <p>Keeping records on types, categories and quantities of received waste is done in accordance with the Rulebook on the form of daily records and annual report on waste with instructions for its completion ("Official Gazette of RS", No. 7/20).</p> <p>When handing over waste to an authorized operator, it is mandatory to measure waste by type and keep records of current quantities of temporarily stored waste. Piece waste is measured on a cargo scale on which the quantity of received waste is controlled at the same time, and liquid waste from the tank for temporary storage of waste is measured by using a flow meter when discharging from the tank. Waste can be handed over only to authorized operators, who have a waste management license, with whom a valid contract on the provision of waste disposal services has been signed, for each type of waste.</p>
Description of purpose of proposed activity	Expansion of the capacity of the Port of Prahovo by building new storage capacities for bulk and general cargo predominantly but not exclusively related to the chemical industry, modernization of port machinery, will create additional value for the economy operating in the hinterland of this port, and belong to Bor district, but also companies operating in the east. Bulgaria, ie Northern Macedonia, and above all the Ironworks in Skopje. Also, the construction of the reception terminal, ship oil, waste materials, as well as wastewater, will significantly improve the level of environmental protection and pollution of the Danube. Finally, the reconstruction and construction of the missing primary infrastructure in the Port will significantly improve the operation of the port itself and its transshipment and operational performance.
Rationale for proposed activity (e.g. socio-economic, physical geographic basis)	<ul style="list-style-type: none"> <li>• Detailed Regulation Plan for the Port of Prahovo was prepared for the location;</li> <li>• Changes in space will not disrupt existing relationships in the network of micro and macro infrastructure;</li> <li>• The location can be adequately infrastructurally equipped, in accordance with the requirements of the planned Project, according to the conditions of the holders of public authorizations;</li> <li>• At the location and in the environment, there are no sensitive and vulnerable objects and contents, and from that aspect there are no limiting factors for the subject activity;</li> <li>• In the immediate and wider environment of the site there are no historical, cultural, public and other facilities and contents that could be endangered by the work of the Project.</li> </ul>
Additional information/comments	
<b>(ii) Information on the spatial and temporal boundaries of the proposed activity</b>	
Location+	The project represents the construction of new port capacities of the Port of Prahovo. The settlement of Prahovo is an industrial settlement of a compact type, about 9 km northeast of the municipal center, Negotino, and connected to it by the state road II-B row no. 400 (Negotin-Radujevac-Prahovo-Samarinovac-connection with the state road 168) and about 4 km from HPP "Djerdap II". It is located on the right bank of the Danube, at an average of 48-58 m above sea level, connected by road and railway communications, as well as the Port of Prahovo on the bank of the Danube, which provides favorable development opportunities. The proximity of a significant energy complex, as well as the complex of the chemical industry have determined the industrial character of this settlement.
Description of the location (e.g. physical-geographic, socio-economic characteristics)	The territory of the port is the land - land part of the port area, which in the Port of Prahovo, has an area of about 47,650 m <sup>2</sup> . On this

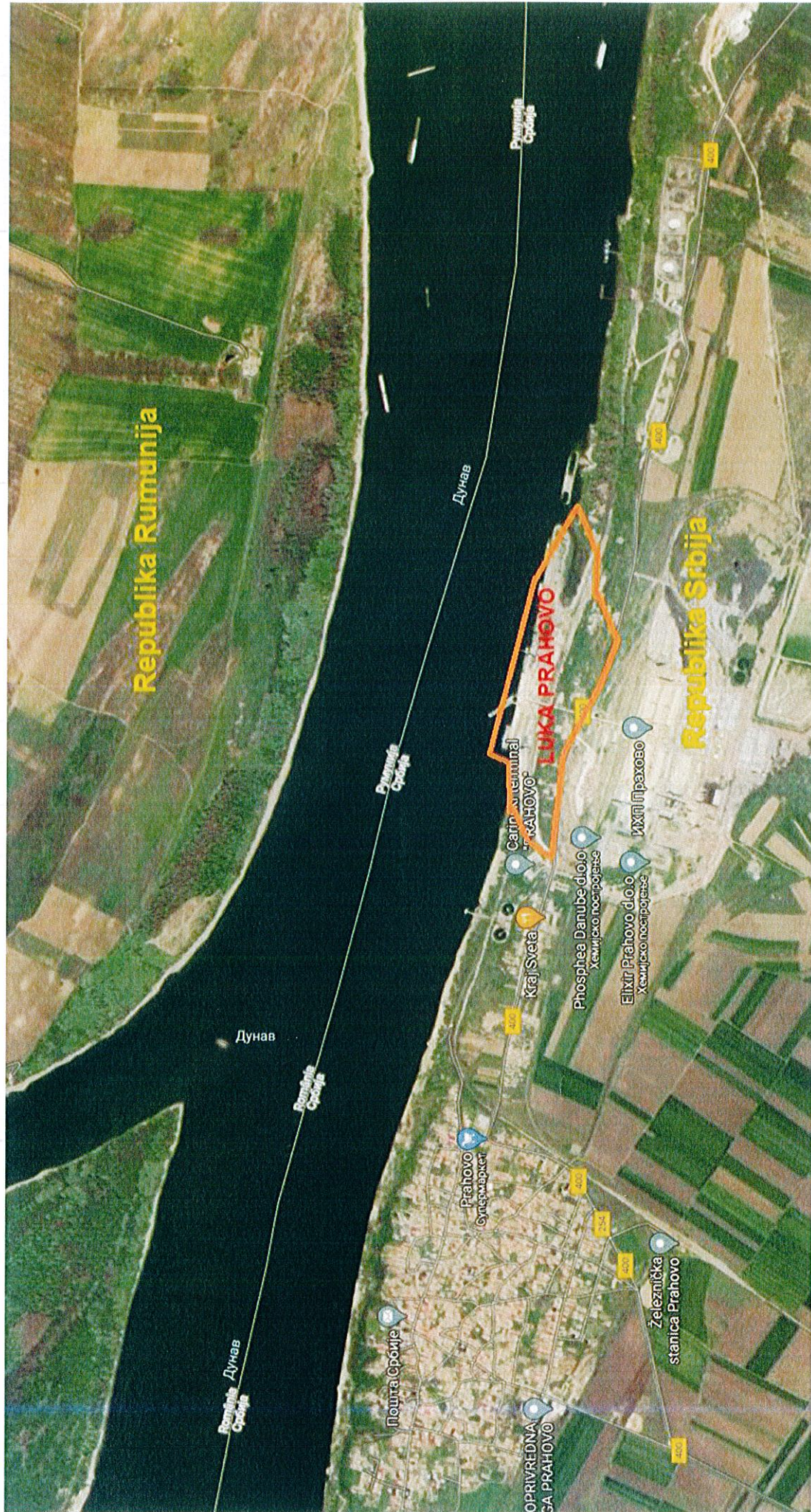
	<p>surface there are: reloading equipment and devices (crane tracks, conveyor belts, etc.), built warehouses (silos, covered and open warehouses), port roads, port railway tracks, transformer stations, port installations (water supply, sewerage, electrical network, etc.), other port facilities (guardhouse, fence, etc.) and free areas.</p> <p>In the Port of Prahovo, the port territory is on average about 80 m wide. The border of the port territory towards the river consists of the shores of the port, and towards the interior the fence of the port which borders the railway tracks of the railway station. Prahovo-Port. On the downstream part there is a water surface called winter quarters, so that there is no space for port territory.</p> <p>The area from the outer edge of the quay, along the operational shore of the port, represents the quay area. The quay surface is a specially reinforced concrete structure, for receiving heavy loads from rail gantry cranes, mobile cranes, railway wagons and other handling equipment.</p> <p>In the Port of Prahovo, the quay area is of different widths: along berths 1 and 2 the width is about 18 m, along berths 3 and 4, the width is about 12 m, and along the sloping quay (berths 5, 6 and 7) the width is about 13 m. Total quay area, covers between 10,000 and 11,000 m<sup>2</sup>.</p> <p>Built-up areas on the port territory are areas on which the following are built:</p> <ul style="list-style-type: none"> <li>- permanent facilities such as a grain silo, a vessel maintenance workshop building, a mechanical workshop building, etc.;</li> <li>- prefabricated buildings such as covered and semi-covered warehouses, etc.;</li> <li>- communications such as roads, railways, underground and aboveground installations, etc.;</li> <li>- manipulative surfaces with built-in curtain - concrete slab such as open warehouses, plateau for piece cargo, containers, etc.</li> </ul>
<p>Rationale for location of proposed activity (e.g. socio-economic, physical-geographic basis)</p>	<ul style="list-style-type: none"> <li>• the project will significantly contribute to the preservation of the environment, primarily the Danube River;</li> <li>• the subject area is at a significant distance from residential buildings and zones of higher housing density,</li> <li>• there are no protected natural and cultural assets within the subject area,</li> <li>• There are no water supply sources, terrains and areas for sports and recreation, tourist and excursion points and areas, public and other facilities and contents that could be endangered by the work of the Project.</li> </ul>
<p>Time-frame for proposed activity (e.g. start and duration of construction and operation)</p>	<p>The beginning of works is planned after the preparation of project documentation</p>
<p>Maps and other pictorial documents connected with the information on the proposed activity</p>	<p>Attached</p>
<p>Additional information/comments</p>	
<p><b>(iii) Information on expected environmental impacts and proposed mitigation measures</b></p>	
<p>Scope of assessment (e.g. consideration of: cumulative impacts, evaluation of alternatives, sustainable development issues, impact of peripheral activities, etc.)</p>	<p>The construction of the Green Reception Terminal, ship oil, waste materials, as well as wastewater, will significantly improve the level of environmental protection and pollution of the Danube.</p> <p>Increasing the capacity, improving the condition of the port complex and intensifying activities in the port zone and the immediate surroundings can affect the immigration of the population in the settlement of Prahovo, the city center of Negotin or other settlements in the immediate vicinity. Given the permanent decline in the number of inhabitants in the municipality of Negotin, the implementation of the planned Project may have a positive impact on the demographic structure, ie population growth, demographic trends and demographic changes in the wider spatial unit. Also, the realization of the Project will affect the raising of the economic potential of the place and attractiveness for further development, and the entire infrastructure will be significantly improved through further planned development.</p>
<p>Expected environmental impacts of proposed activity (e.g. types, locations, magnitudes)</p>	<p>Habitats in this area are under constant human influence. There is an industrial zone in the immediate vicinity and there are no rare plant and animal species.</p> <p>The construction of the Green Terminal will significantly improve the level of environmental protection and pollution of the Danube. With</p>

	<p>strict observance of the conditions of holders of public authorizations, competent bodies, organizations and companies, legal regulations, measures of prevention, prevention, elimination, minimization and reduction to the legal framework, the Project in question is sustainable and environmentally friendly.</p> <p>The regular work of the Project will not endanger the health and quality of life of the population, disrupt the traditional way of life, nor will it lead to displacement and migration.</p>
Inputs (e.g. raw material, power sources, etc.)	<p>The realization of the planned Project does not require special use of natural renewable, non-renewable (difficult to renew) resources, outside the norms and standards envisaged for the construction of facilities and supporting infrastructure.</p> <p>During the realization of the Project, the engaged mechanization will use petroleum products as a fuel. Given the scope of the works, their local character and limited duration, the use of this resource for these purposes is not a significant factor to consider.</p> <p>Water will be used for sanitary and fire-fighting needs in quantities that are not significant from the aspect of consumption of the mentioned natural resource.</p> <p>The main energy source that will be used in the complex of the Port of Prahovo is electricity. Given that these are small consumers (lighting, heating, computer equipment, signaling, etc.) there is no significant consumption.</p>
Outputs (e.g. amounts and types of: emissions into the atmosphere, discharges into the water system, solid waste)	<p>Realization of the planned Project and regular work will cause the generation of different types and categories of waste materials and emissions, as follows:</p> <ul style="list-style-type: none"> <li>- air emissions,</li> <li>- construction waste,</li> <li>- municipal waste,</li> <li>- ship waste,</li> <li>- sanitary-fecal wastewater,</li> <li>- oily and potential wastewater (ship, from roads and plateaus),</li> <li>- waste from grease and oil separators.</li> </ul>
Transboundary impacts (e.g. types, locations, magnitudes)	<p>Pollution of the Danube watercourse due to accident situations. There are no other influences.</p>
Proposed mitigation measures (e.g. if known, mitigation measures to prevent, eliminate, minimize, compensate for environmental effects)	<p>Through the study on environmental impact assessment, environmental protection measures will be prescribed and elaborated, as follows:</p> <ul style="list-style-type: none"> <li>- Measures defined by laws and bylaws;</li> <li>- Measures defined by the existing planning and technical documentation;</li> <li>- Protection measures during the implementation of the Project;</li> <li>- Protection measures during the regular operation of the Project;</li> <li>- Accident protection measures;</li> <li>- Protection measures after the termination of the Project.</li> </ul>
Additional information/comments	
<b>(iv) Proponent/developer</b>	
Name, address, telephone and fax numbers	<b>Ministry of Construction, Transport and Infrastructure Nemanjina 22-26, Belgrade</b>
<b>(v) EIA documentation</b>	
Is the EIA documentation (e.g. EIA report or EIS) included in the notification?	yes
If no/partial, description of additional documentation to be forwarded and (approximate) date(s) when documentation will be available	
Additional information/comments	
<b>2. POINTS OF CONTACT</b>	
<b>(i) Points of contact for the possible affected Party or Parties</b>	
Authority responsible for coordinating activities relating to the EIA (refer to decision I/3, appendix) - Name, address, telephone and fax numbers	Republic Romania MINISTRY OF ENVIRONMENT 12 Libertatii Blv, Sector 5, Bucharest Telephone: 004 021 316 02 15

	Web: <a href="http://www.mmediu.ro">http://www.mmediu.ro</a>
List of affected Parties to which notification is being sent	Republic of Romania
<b>(ii) Points of contact for the Party of origin</b>	
Authority responsible for coordinating activities relating to the EIA (refer to decision I/3, appendix) - Name, address, telephone and fax numbers	Republic of Serbia Ministry of Environmental Protection Youth Brigades 1 11070 New Belgrade +381 11 31 31 356
Decision-making authority if different than authority responsible for coordinating activities relating to the EIA - Name, address, telephone and fax numbers	
<b>3. INFORMATION ON THE EIA PROCESS IN THE COUNTRY WHERE THE PROPOSED ACTIVITY IS LOCATED</b>	
<b>(i) Information on the EIA process that will be applied to the proposed activity</b>	
Time schedule	The environmental impact assessment procedure takes at least four months.
Opportunities for the affected Party or Parties to be involved in the EIA process	Convention on Environmental Impact Assessment in a Transboundary Context (Espoo, 1991)
Opportunities for the affected Party or Parties to review and comment on the notification and the EIA documentation	Convention on Environmental Impact Assessment in a Transboundary Context (Espoo, 1991) – The Republic of Romania has the right to respond to the notification within six weeks of receiving it.
Nature and timing of the possible decision	After making a decision on determining the scope and content of the Study on Environmental Impact Assessment, the investor has one year to submit to the Ministry, the Study on Environmental Impact Assessment. The procedure of reviewing the Study and giving consent to the Study lasts at least three months.
Process for approval of the proposed activity	Consent to the impact assessment study is one of the conditions for obtaining a building permit
Additional information/comments	
<b>4. INFORMATION ON THE PUBLIC PARTICIPATION PROCESS IN THE COUNTRY OF ORIGIN</b>	
Public participation procedures	<p>The request for determining the scope and content of the Environmental Impact Assessment Study is announced in the public media for a period of 15 days, during which time the interested public is given an insight into the content of the request. The decision on the scope and content of the Study is announced for 15 days, after which it becomes final.</p> <p>The impact assessment study is announced in the public media and is available to the public for 20 days, after which a public hearing is organized in which all interested parties (individuals and organizations) can participate.</p> <p>The decision on consent to the Study is announced in the public media for 15 days and that is the deadline for filing an appeal against it.</p>
Expected start and duration of public consultation	
Additional information/comments	
<b>5. DEADLINE FOR RESPONSE</b>	
Date	Six weeks from the date of receipt of the notification



Picture no. 1: Project location: Construction of new port capacities of the Port of Prahovo in relation to the state border Republic of Serbia - Republic of Romania (Google Map)



Picture no. 2: Project location: Construction of new port capacities of the Port of Prahovo (Google Map)

