

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

1. INFORMATION ON THE PROPOSED ACTIVITY	
(i) Information on the nature of the proposed activity	
Type of activity proposed	Construction of new port capacities in Bogojevo
Is the proposed activity listed in Appendix I of the Convention?	yes
Scope of proposed activity (e.g. main activity and any/all peripheral activities requiring assessment)	The port in Bogojevo is located on the left bank of the Danube River, from km 1366.73 to km 1367.42. The activity of the port in Bogojevo so far has been reflected in the storage, keeping and transshipment to / from ships, primarily grains, mineral fertilizers, but also other bulk and general cargo. The first port facilities were built in the period from 1992 to 1995. The port in Bogojevo became operational, that is. It started operating and performing port activities in 2005, when it received the status of an international port. The Project in question plans to expand the capacity of the port in Bogojevo, which is reflected in: - construction of a new administrative building, - construction of silos for grains and oilseeds, storage for mineral fertilizers and open and closed storage space for bulk cargo (gravel and sand) and piece goods, - construction of a container terminal of smaller capacity, terminal for general and bulk cargo, terminal for liquid cargo, - construction of four cisterns/tanks, - construction of auxiliary and infrastructural facilities, industrial tracks, internal roads and manipulative surfaces - construction of public parking lots.
Scale of proposed activity (e.g. size, production capacity, etc.)	The project plans: - facilities occupying an area of 2.43 ha; - terminals and open warehouses with an area of about 4.95 ha; - internal traffic and parking areas of about 2.58 ha; - manipulative areas and plateaus with an area of about 2.18 ha; - pedestrian paths and sidewalks 0.12 ha; - operational shoreline of about 0.45 ha; - port-port basin area of about 1.54 ha; - green areas in the port area of about 4.32 ha; - construction of four tanks with a capacity of 4x4000 m3
Description of proposed activity (e.g. technology used)	The approach and docking of a cargo ship in the Port of Bogojevo, as for all 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. Container terminals are places where two or more types of transport meet for the purpose of delivery or delivery, taking over and removal of goods for transport, ie places for storage, etc. They use only transport devices - containers, which are used to create large units and facilitate the loading, unloading, transport and handling of goods. At the terminal, the goods are protected from atmospheric influences, maintained in good condition and the concentration and distribution of goods is performed. The terminal for general and bulk cargo is used for the needs of transshipment and storage of general cargo (primarily gravel and sand) for the needs of construction, but also other bulk cargo that is not negatively affected by atmospheric conditions, since the warehouses are open. Modern port complexes, in addition to all facilities, enable the formation of capacities for reception, storage, manipulation (transfer ship - storage tanks, storage tanks - tank vehicles, storage tanks -

	tank wagons, mutual transfer between storage tanks), liquid cargo (oil and oil derivatives).) with maximum adherence to environmental regulations and standards. The collection of waste materials from ships in the Port of Bogojewo is done by the collector ship, in such a way that the collector ship approaches the anchored ships and takes over the waste material. Liquid waste (bilge water, emulsion and oils from the bottom of the ships) is pumped directly from the tank of the collector ship into the tanks of the terminal. The measurement of the entered amount of each individual type of liquid waste is performed via a flow meter. After registration of their receipt, identification and recording of the entered amount of waste, the piece waste is placed by forklift under the 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. 92/2010). Keeping records on the types and quantities of waste received 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. 7/2020). 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 with whom there is a signed valid Agreement on the provision of waste disposal services, for each type of waste.
Description of purpose of proposed activity	Expansion of the port capacity in Bogojewo and modernization of port mechanization, improvement and advancement of the existing port activity will create additional value for the economy. 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)	• A detailed regulation plan for the port of Bogojewo has been prepared for the location; • Changes in space will not disrupt existing relationships in the network of micro and macro infrastructure; • 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; • Green areas, in accordance with the function in the international ecological corridor and the Special Nature Reserve "Upper Danube" in the immediate vicinity, should be arranged in accordance with the conditions of the competent Institute for Nature Protection, the choice of indigenous species; • 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.
Additional information/comments	
(ii) Information on the spatial and temporal boundaries of the proposed activity	
Location+	Spatially and positionally, the existing port complex is located in the settlement of Bogojewo, on the territory of the municipality of Odzaci. The area covered by the Detailed Regulation Plan is defined on the southwest by the state border of the Republic of Serbia and the Republic of Croatia, on the northwest by the administrative border of the municipalities of Odzaci and Apatin, on the northeast by the northern border of the state road II/A line no. 107 and on the south-eastern side by the western border of the parcel of the border crossing "Bogojewo" and the bridge on the Danube. The port complex Bogojewo is located on the left bank of the Danube River, in the undefended part of the alluvial plain of the Danube, between the embankment and the riverbed, on the stretch from 1,366.73 km to 1,367.42 km. Immediately downstream from the existing port infrastructure, there is a border crossing with the

	Republic of Croatia for road and railway traffic. In the undeveloped part of the port area and the part of the planned expansion, the construction of new facilities and contents in the function of the port is planned.
Description of the location (e.g. physical-geographic, socio-economic characteristics)	The port of Bogojevo is a water and water-related land area with facilities intended for mooring, anchoring and protection of vessels, as well as for embarking and disembarking passengers and goods, in which activities are performed that are with goods or vessels in direct economic, traffic or technological connection. The area of the area covered by the boundary of the Detailed Regulation Plan is about 54.87 ha. In the current condition, only a small part of the fortified port area in Bogojevo has been built. Existing facilities in the port complex, administrative building, silo, warehouses, auxiliary and infrastructure facilities are retained, with the possibility of reconstruction, extension, rehabilitation and adaptation. Infrastructurally, the port complex is equipped for the functioning of port activities. On the flooded plateau, behind the operational shore, a grain silo, a dryer, closed and open warehouses, a car scale, an administrative building and gates were built. On the operational shore of the port of Bogojevo, there is a quay construction 88 m long, while the operational shore is about 12 m wide. A gantry crane is used for cargo handling, while the grain is loaded from the silo with a belt conveyor. The project represents the expansion and construction of new port capacities of the Port of Bogojevo. On the northeast side of the location is the state road IIA row no. 107, Sombor - Apatin - Bogojevo, while on the southeast side there is a road and next to it a railway bridge over the Danube, towards the Republic of Croatia. State road no. 107 is located on the embankment and defensive lines from the flood waters of the Danube. Right next to the road bridge is the border crossing Bogojevo, with minimal capacities and facilities for control and transfer of passenger and freight vehicles. The northwestern side of the site of the port of Bogojevo is limited by an uncategorized road and the border of the municipality of Odzaci with the municipality of Apatin (KO Sonta). Within the built capacities of the traffic infrastructure in the port zone, there is also a manipulative railway no. 403, Bogojevo - Danube bank, with 3 industrial tracks in the area of the port area. The communal infrastructure consists of water supply and sewerage network, electricity infrastructure with transformer station, gas supply infrastructure and electronic communication network. - The planned expansion and construction of new port capacities, connection with the public railway infrastructure and improvement of the condition of access roads, will enable efficient networking of water, road and railway transport. This would improve the conditions for combined and intermodal transport, which is one of the preconditions for encouraging the use of water transport services as the most economically and environmentally acceptable mode of transport for mass transport in domestic and international traffic, and thus the growth of traffic in inland ports. waterways. The planned increase in quality levels and reduction of transport service costs are the basis for further sustainable development of economic potentials and economic entities, primarily in the area of Bogojevo and Odzaci municipality, but also the entire Zapadnobački district, Vojvodina region, and the overall economic development of Serbia.
Rationale for location of proposed activity (e.g. socio-economic, physical-geographic basis)	The reasons for choosing the proposed location are: • Bogojevo port is an existing location and it is about expanding and building new port capacities and improving the situation; • changes in space will not disrupt existing relations in the network of micro and macro infrastructure; • the location can be adequately infrastructurally equipped, in accordance with the requirements of the planned Project, ie expansion of port capacities, and according to the rules of construction and arrangement and the conditions of holders of public authorizations; • the project will significantly contribute to the preservation of the environment, primarily the Danube River; • the subject area is at a significant distance from residential buildings and zones of higher housing density;

	there are no protected natural and cultural assets within the boundaries of the subject area.
Time-frame for proposed activity (e.g. start and duration of construction and operation)	The start date of the Project is defined by the date of receipt of the Application, and the date of completion of the planned expansion of the port complex is after the Technical Acceptance and obtaining the Use Permit, in accordance with the Law on Planning and Construction (Official Gazette of RS, No. 72 / 09, 81/09, 64/10-Decision US and 24/11 and 121/12, 42/13-Decision US, 50/13-Decision US, 98/13-Decision US, 132/14, 145/14, 83/18, 31/19, 37/19 (other law) and 9/20).
Maps and other pictorial documents connected with the information on the proposed activity	in Appendix
Additional information/comments	
(iii) Information on expected environmental impacts and proposed mitigation measures	
Scope of assessment (e.g. consideration of: cumulative impacts, evaluation of alternatives, sustainable development issues, impact of peripheral activities, etc.)	Potential sources of pollution are existing activities in the port complex, water transport activities, and pollution from the communal environment. Realization of the planned expansion and improvement of the port complex of the Port of Bogojevo and regular work must be carried out on the principles of sustainable development - with planning, design and implementation of all preventive measures, measures to prevent and eliminate harmful effects, environmental protection and monitoring measures. change.
Expected environmental impacts of proposed activity (e.g. types, locations, magnitudes)	The greatest impact on the environment can be expected during the implementation of planned works on expanding port capacities and improving the infrastructural equipment of the location of the Project, when the environment suffers negative impacts of local and time-limited nature. During the regular operation of the Project, air emissions can be expected during the process of entering and leaving vessels (cargo ships and other vessels). The main sources of pollution of the Danube surface waters and groundwater in the coastal area and the location of the port complex are ships, authoritative vehicles for transporting workers and construction machinery due to the potential danger of spillage or accidental spills of oil and oil derivatives, oil and similar waste. During the regular work of the Project, different types of solid waste (non-hazardous and hazardous) will be generated. During the regular operation of the port complex of the Port of Bogojevo, noise and vibrations will also occur. 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. The protection measures aim to reduce the impacts on nature and the environment to the limits and limits of ecological acceptability, ie to prevent endangerment of natural resources, the Danube water area and the ecological corridor, the environment and the quality of life of the population and all users.
Inputs (e.g. raw material, power sources, etc.)	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. 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. 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. The main energy source that will be used in the complex of the Port of Bogojevo is electricity. Given that these are small consumers (lighting, heating, computer equipment, signaling, etc.) there is no

	significant consumption.
Outputs (e.g. amounts and types of: emissions into the atmosphere, discharges into the water system, solid waste)	Realization of the planned Project and regular work will cause the generation of different types and categories of waste materials and emissions, as follows: - air pollution, - construction waste, - municipal waste, - ship waste, - sanitary-fecal wastewater, - potentially oily wastewater, - waste from grease and oil separators.
Transboundary impacts (e.g. types, locations, magnitudes)	Pollution of the Danube watercourse due to accident situations. There are no other influences.
Proposed mitigation measures (e.g. if known, mitigation measures to prevent, eliminate, minimize, compensate for environmental effects)	Through the study on environmental impact assessment, environmental protection measures will be prescribed and elaborated, as follows: - Measures defined by laws and bylaws; - Measures defined by the existing planning and technical documentation; - Protection measures during the implementation of the Project; - Protection measures during the regular operation of the Project; - Accident protection measures; - Protection measures after the termination of the Project.
Additional information/comments	
(iv) Proponent/developer	
Name, address, telephone and fax numbers	Ministry of Construction, Transport and Infrastructure Nemanjina 22-26, Belgrade
(v) EIA documentation	
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	
2. POINTS OF CONTACT	
(i) Points of contact for the possible affected Party or Parties	
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 1, Mladih Brigada Street Youth Brigades 1 11070 Novi Beograd +381 11 31 31 356
List of affected Parties to which notification is being sent	Republika Hrvatska
(ii) Points of contact for the Party of origin	
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 1, Mladih Brigada Street /Youth Brigades, Youth Brigades 1 11070 Novi Beograd +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	
3. INFORMATION ON THE EIA PROCESS IN THE COUNTRY WHERE THE PROPOSED ACTIVITY IS LOCATED	
(i) Information on the EIA process that will be applied to the proposed activity	
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 Croatia 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	
4. INFORMATION ON THE PUBLIC PARTICIPATION PROCESS IN THE COUNTRY OF ORIGIN	
Public participation procedures	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. 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. 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.
Expected start and duration of public consultation	
Additional information/comments	
5. DEADLINE FOR RESPONSE	
Date	Six weeks from the date of receiving the notification

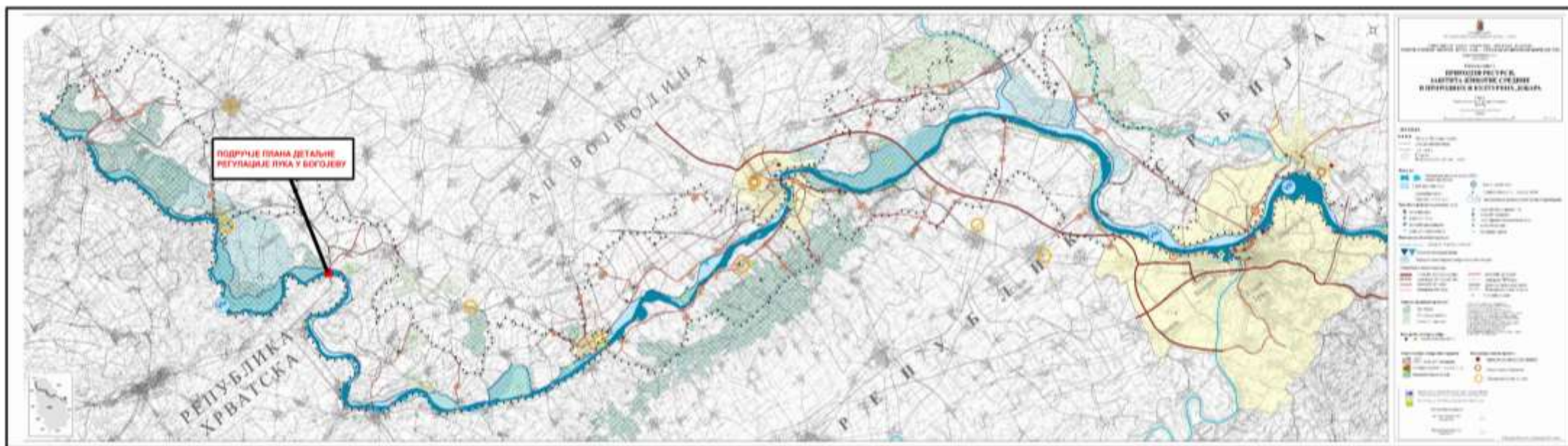


Figure no. 2: Overview of the area of the Plan for detailed regulation of the port in Bogojevo - Excerpt from the Spatial Plan of special-purpose areas of international waterway E-80 - Danube (Pan-European Corridor VII)