NOTIFICATION TO AN AFFECTED PARTY OF A PROPOSED ACTIVITY UNDER ARTICLE 3 OF THE CONVENTION FOR EIA REPORT IN THE TRANSBOUNDARY CONTEXT

1. INFORMATION ON THE PROPOSED ACTIVITY	
(i) Information on the nature of the proposed activity	
Type of activity proposed:	Offshore production of natural gas reserves from the Neptun Deep block (Domino and Pelican South reservoirs) located in the Romanian portion of the Black Sea, delivery of the treated gas from the Shallow Water Platform to the onshore Natural Gas Metering Station through an approximately 160 km length gas production pipeline, and transfer of the natural gas from the Natural Gas Metering Station to the Romanian National Transmission System (NTS) operated by Transgaz.
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)	The proposed activity consists of development of the following onshore and offshore facilities: • Onshore facilities: Pipeline and Communication Cable Installation; Undercrossing of Beach, Seafront, Roads and Railway; Temporary Road Railway Crossing; Construction of the Natural Gas Metering Station - NGMS, Control Center - CCR, Fencing, Lighting, Parking, Green Space, Platforms, and Internal Roads; Site Works Organization and Utilities Connections; • Offshore facilities**:** Domino and Pelican South Infrastructure (Drill Centers, Wells, Manifolds, Umbilicals, Risers, Flowlines, Ancillary Equipment); Shallow Water Platform - SWP; Gas Pipeline; Fiber Optic Cable; Landfall Crossing; Utilities; and operation of onshore infrastructure (NGMS and CCR) gas production pipeline and fiber optic cable, SWP and related offshore subsea infrastructure.
Scale of proposed activity (e.g. size, production capacity, etc.)	The main design characteristics of the project are summarized below: • Facility Design Life: 20+ years; • Availability: > 95%; • Estimated Annual Mean Gas Production Daily Rate: 19,000,000 m^3/day (average of daily production estimated for entire project, including all wells and both Domino and Pelican South gas fields). • Onshore Connection Pressure: minimum 50 bar; maximum 63 bar. The entire production system shall be designed with an overall uptime target of 95% (excluding any planned downtime). The natural gas that will be delivered to the Romanian NTS shall meet the requirements of the Romanian Energy Regulatory Authority. The entire onshore area impacted by the construction/installation works of the onshore facilities and shore-crossing microtunnel is represented by private and public property land and has a total surface of 232,876 m^2. The underwater area that will be occupied by the offshore facilities (SWP, Domino and Pelican South Drilling Centers, flowlines, umbilicals, offshore production pipeline and fiber optic cable, offshore landfall, and other related facilities) is 813,607 m^2.

	Details on the total surfaces occupied by the permanent and temporary project facilities are presented in the Presentation Memorandum attached to this Notification.
Description of proposed activity (e.g. technology used):	**<u>Project Development Activities</u>** The main project development activities include: • Drilling and completion of subsea gas production wells; • Construction/installation of the following onshore and offshore facilities: o Domino and Pelican South field subsea infrastructure, including drilling centers, production flowlines tied back to the SWP from Domino and Pelican South fields, electrical and hydraulic control umbilicals from the SWP to Domino and Pelican South Drill Centers, and other subsea equipment; o The normally unmanned SWP for processing of the produced natural gas comingled from Domino and Pelican South fields, located in approximately 130 m water depth, and subsea control equipment located on the SWP; o Gas Production Pipeline (GPP) of approximately 160 km long and 762 mm (30-inch) outer diameter (OD) from the SWP to the onshore NGMS, including a trenchless shore crossing (microtunneling) section; o Fiber Optic Cable (FOC) of approximately 160 km length routed parallel to the gas production pipeline from the SWP to the onshore CCR, including a trenchless shore crossing (microtunneling) section; o The onshore NGMS for measurement and transmission of processed gas to the Romanian NTS; o The onshore CCR located adjacent to the NGMS site that will serve as the primary operations monitoring and control center for all Neptun Deep project facilities (subsea, shallow water platform, production pipeline, and NGMS); o Other onshore permanent facilities/areas included at the NGMS and CCR sites (e.g., fencing, lighting, parking, landscaping, internal roads, technological platforms, and utilities); o Temporary facilities/works (e.g., temporary road railway crossing, construction works sites) required to support construction/installation of onshore facilities and shore-crossing microtunnel. • Precommissioning/Commissioning activities (e.g., hydrotesting of the entire gas production pipeline and production flowlines) before start-up of the onshore and offshore infrastructure. Upon completion of the onshore project construction and installation works, site restoration works (e.g., removal/demolition of temporary infrastructure, building, facilities, and equipment installed at the construction works sites; management of wastewater, waste, chemicals, and materials in accordance with legal provisions, site rehabilitation and restoration to the original land used) will be carried out in areas impacted by the onshore construction and installation works. No demolition/decommissioning works are planned to be performed during the construction and installation phase of the project offshore infrastructure.

	A summary of main project related installations and associated facilities is presented below. **1. Gas Production Wells Development** The current development drilling plan consists of drilling and completing of maximum 12 subsea gas production wells (8 planned wells and 4 optional wells), respectively: • 5 planned + 1 optional wells will be drilled to 3,000 m vertical depth from Domino Drill Centers (DODC1 and DODC2 - 3 wells/drill center) at Domino field in 800 – 1,100 m water depth; • 3 planned + 1 optional wells will be drilled to 3,400 m vertical depth from Pelican South Drill Center (PSDC1) at Pelican South field in 120 – 130 m water depth; • 2 optional wells (these wells will be separately authorized if their drilling will be decided in the future). All the wells will be drilled using a thruster-assisted/moored Mobile Offshore Drilling Unit - MODU. Tubing head spools and subsea trees are planned to be installed offline using a multi-purpose support/installation vessel. After tie-in to the subsea facilities, the wells will be unloaded to the SWP. **2. Domino and Pelican South field subsea infrastructure** The natural gas reserves from Neptun block will be produced from three drill centers located at Domino and Pelican South gas fields. The main components of the Domino Field subsea infrastructure include: • Gas production wells drilled and connected to two subsea manifolds in a cluster arrangement. The wells and subsea manifolds will be located at 2 separate drill centers, DODC1 and DODC2, connected by a 14-inch flowline and electrical hydraulic control umbilical; • 1 dual diameter (14-inch (355.6 mm) /18-inch (457.2 mm) of approximately 36.5 km long rigid steel flowline tied back to the SWP. For hydrate mitigation purposes, the 18-inch /14-inch flowline will be DEH and insulated; • 2 electrical and hydraulic control umbilical segments: 1 between the SWP and DODC1 and 1 between DODC1 and DODC2. The umbilicals will also supply production required chemicals to the subsea facilities. Flying leads will then connect the umbilical from the subsea distribution unit at the drill center to the wells and manifold; • Subsea pig launchers will be included to allow pigging of the flowlines to the SWP; • Suction pile foundations will be used for manifolds; • Mud-mat foundations will be used for umbilical termination assembly / subsea distribution unit (SDU). The main components of the Pelican South Field infrastructure include: • Gas production wells drilled and connected to a subsea production manifold in a cluster arrangement at PSDC1 drill center. The wells and subsea manifold will be equipped with over-trawl protection structures for protection from fishing activity; • One 10.75-inch (273 mm) diameter heated flexible flowline tied back ~1.5 km to the SWP from PSDC1; the flowline will be buried for protection from fishing activity;

	• Electrical and hydraulic control umbilical between the SWP and PSDC1. An umbilical will also supply chemicals to the subsea facilities. The umbilical will be buried for protection from fishing activity. Flying leads will then connect the umbilical from the SDU at the drill center to the wells and manifold; • Due to the presence of shallow gas throughout the Pelican South field, the foundation for the manifold and trawl protection will be a mud-mat with skirt penetrating no more than 4 m. **3. Shallow Water Platform (SWP)** The SWP will be located on the continental shelf in water ranging from 120-130 m deep and will occupy an underwater area of 3,547 m^2. The SWP structural system consists of an integrated deck topside and a four-legged, steel piled jacket substructure. The current conceptual layout of topsides calls for 2 deck levels. The Upper Deck level consists primarily of process equipment and power generation equipment. The Lower Deck level consists primarily of utilities and subsea control equipment. The topsides will also house a pedestal crane and a vent boom structure. The steel piled jacket is four-legged steel braced structure with skirt piles. The jacket will support the integrated topsides, appurtenances, and piping. The jacket configuration will facilitate a floatover installation of the topsides. The jacket will be founded to the soil using skirt piles, instead of main piles driven through the legs of the jacket. The design calls for 2 skirt piles per leg, for a total of eight piles. The platform jacket will support 5 caissons, respectively 1 caisson will be for the produced water discharge and the other 4 caissons (1 caisson for open drain fluids storage, 1 caisson for lean TEG storage, 2 caissons for methanol storage) will connect to leg storage tanks for various utility liquids. The jacket will utilize the top compartment of all four legs as storage tanks of 200 m^3 each for process fluids (1 tank for lean glycol storage, 2 tanks for methanol storage and 1 tank for collected open drain fluids) that will be used during platform operations. SWP will be fabricated off site by specialized companies and will be delivered to location by boat in 2 separate pieces, SWP Steel Pile Jacket and SWP topsides gas processing facilities. The jacket will be loaded onto a transportation and launch barge by skidding, sea fastened and transported to a regional fabrication/staging site for installation preparation. The foundation piles will be loaded onto a transportation barge, sea fastened and transported to a regional fabrication/staging site for installation preparation. For the base case float over topsides installation method is assumed, the topsides will be loaded onto a transport barge or heavy transport vessels by skidding, sea fastened and transported to the regional fabrication/staging site for installation preparation. The jacket, with 2 external buoyancy tanks pinned to jacket legs, will be end launched from the transport barge after final sea fastening removal, then upended by ballasting with crane assist and set on the seafloor. The skirt piles will then be stabbed and driven to grade utilizing underwater hammers. After jacket installation and final preparations, the topsides will be towed to the final location for the float over operation. A barge or heavy lift vessel with a breadth of no more than 36.6 m will be used to float

	the topsides over the jacket. **4. Gas Production Pipeline (GPP)** After processing the natural gas at the SWP, an approximately 160 km long and 762 mm (30-inch) diameter GPP will transport it to the onshore NGMS. The production pipeline route includes the following components/sections: • A pig launcher and riser installed on the SWP; • An offshore pipeline section; • A trenchless shore crossing (microtunnel) section; • An onshore pipeline section, including a railroad crossing, a valve station located outside NGMS fenced site to the east of the railroad, and several road crossings; and • A pig receiver installed at the NGMS. GPP will also include a pipeline end termination (PLET) installed at the SWP and one subsea isolation valve (SSIV) assembly, remote of the SWP at the extent of the 500 m safety zone and at a water depth of 120 m. The assembly shall consist of a 30-inch (762 mm) actuated ball valve (fully piggable) controlled by direct hydraulics from the platform hydraulic power unit. It shall also be protected by a dedicated over-trawlable SSIV protection structure. The onshore GPP section, block valve station, local roads and railroad crossing and tie-in to the pig receiver at the NGMS will be constructed utilizing conventional onshore construction methods and equipment. The shore crossing tunnel and pipeline will be installed prior to the offshore pipeline installation in order to avoid the requirement for an above water tie-in if possible. The GPP offshore section will be installed by recovering and tying into the end of the near shore pipeline section and laying the pipeline toward the SWP using a DP S-lay pipeline installation vessel. As a contingency, in case the GPP landfall crossing and near-shore sections have not yet been installed, the GPP offshore section can be installed with a pipeline end flange via a dead-man anchor. Thus, the offshore section can be tied later into the near shore section using a flanged spool piece tie-in. As a third alternative, if the GPP landfall crossing and near-shore sections have not yet been installed, the offshore section can be initiated from a dead-man anchor, installed, and tied into the shallow water section using the over water tie-in method at a later date. The GPP will be installed in a trench for a portion of its length for on-bottom stability purposes. Pre-trenching is considered the base case for the GPP installation. GPP on-bottom stability will be managed through a combination of pipe steel wall thickness, concrete weight coating and the noted trenching methods utilizing constructability/installability as a key decision criterion. **5. Fiber Optic Cable (FOC)** A FOC will be routed parallel to the production pipeline to provide communication between the offshore normally unstaffed SWP and the operators working from the onshore staffed CCR and VSAT control for back up and redundancy. The FOC will enable control of the offshore facilities and wells from the CCR and surveillance through cameras on the SWP. Internet access will be provided in the SWP local equipment room and Wi-Fi on the SWP (as part of the control system) will allow for process surveillance

	via local hand-held devices while operations and maintenance (O&M) personnel are present. The FOC route includes: • A riser pulled through a J-tube on the SWP; • An offshore section; • A trenchless shore crossing; • An onshore underground splice; • An onshore FOC section, including a railroad crossing, several road crossings, and connection to the CCR. The FOC, running between onshore CCR and the SWP, follows a similar route alignment as the production pipeline with an offset of 30 m along most of the offshore route. The offset is increased up to approximately 52 m when approaching the platform to accommodate the respective tie-in locations at the platform. For the onshore and shore approach sections, the FOC is routed in close proximity of the pipeline as the FOC will be installed in the same trench and tunnel. Onshore the FOC will be buried to a depth of 1 meter as minimum from the CCR to the entry of the shore crossing microtunnel. For railroad and road crossings, cable will be installed at a depth of 1.5 m as minimum. Offshore the FOC will be laid in a trench over its entire length for stability and/or over trawl protection purposes. Simultaneous installation trenching is considered the base case for the FOC. The FOC will be manufactured, spooled, and stored at the manufacturer's facility for loading directly to the offshore installation vessel or delivering to the onshore construction sites. **6. Onshore NGMS** The NGMS will be a standalone, normally unstaffed custody transfer metering facility located adjacent to the CCR site and will be used for metering and custody transfer of natural gas to the Romanian NTS. The NGMS site will include only limited buildings and infrastructure necessary for essential operation such as the Local Equipment Room and gas chromatograph/moisture analyzer shelter. The major buildings and equipment installed at the NGMS fenced site include: • Gas Quality (chromatograph and moisture analyzer) shelter; • Local Equipment Room; • Inlet filter separator; • Pipeline pig receiver assembly; • Metering Skid; • Two flow control valves and a block valve station; • Gas venting system (vent stack); • Heaters (2 skids with 2 heaters each); • Wind Sock; • Distribution panel; • Technological platform; • Security fence;

	• Personnel emergency exit gates; and • Drive-in gate. The NGMS site will include separate, dedicated space for the connection to the Romanian NTS, which is permitted separately by Transgaz. Skid package and subassembly prefabrication offsite will be utilized for the majority of NGMS equipment and buildings including pig traps, metering, and valve equipment. Pre-fabricated modules and equipment components will be shipped to Romania via marine transportation. Once in Romania, the components and equipment will be stored at a quayside storage facility until needed. When required at the construction site, the modules and equipment components will be loaded onto tractor trailers and transported to site via public roads and dedicated permanent access road. The construction site will have only limited temporary storage and does not have direct sea nor railroad access facilities in place. **7. Onshore CCR** The CCR will be a standalone building located adjacent to the NGMS site. The CCR will serve as the primary operations control center for all Neptun Deep project facilities (subsea, shallow water platform, production pipeline, and NGMS). The following facilities are included at the CCR site: • CCR building; • Fresh water tank; • Septic tank; • Standby generator; • Internal road and parking area; • Security fence; • Personnel emergency exit gates; • Drive-in gate; • VSAT Satellite Dish; and • A visitable underground rainwater drainage tank. The CCR building will be built up of four prebuild and equipped sections. The building will be a ground floor steel building with perimeter walls, located on individual foundations made of pier and slab, connected with perimeter beams, made of reinforced concrete. CCR building will mainly include offices, equipment room, control room, permits room, conference room, restroom, supplies storage room, kitchenette, hallway, and waiting area. The CCR building will be provided with HVAC system to ensure temperature, relative humidity and air quality required to provide reliable operation of electronic equipment and acceptable human working conditions. The CCR facilities will be constructed and installed on site and will consist of a prepared surface, foundations, skidded and un-skidded equipment, and prefabricated and stick assembled structures. **8. Other permanent facilities included at the onshore NGMS and CCR sites** Anti-cut, anti-climb perimeter security fencing, with a maximum height of 2.5 m, will be installed around both NGMS and CCR. The NGMS

	security system will include closed-circuit television (CCTV), intrusion detection, card reader access gates and perimeter fencing. Security systems and cameras will be connected to the CCR for alarming and remote monitoring. Lighting will be included at the NGMS and CCR sites to provide a safe working environment for personnel, satisfy operability requirements, and meet applicable codes/standards. The facility design takes into consideration limiting light pollution. Parking areas will be provided outdoors within the secured fenced perimeter of the CCR area. Access to the NGMS will be by land vehicle or by walking from the CCR. A perimeter vegetation screen made of trees will be installed around the parcel of land encompassing the NGMS and CCR. In addition, each fenced site (NGMS site, CCR site, and block valve site) will be provided with a perimeter green fence made of shrubs. The following internal roads and technological platforms will be constructed at the NGMS and CCR sites: • Internal access roads to the NGMS fenced site and Transgaz tie-in point site (subject to a separate permitting procedure); • Technological platform to be constructed within the fenced NGMS site; • Concrete platform to be constructed within the fenced CCR site, around CCR building. The NGMS technological platform installed within the NGMS fenced site and internal roads to NGMS site and NTS tie-in point site will be covered by penetrated macadam. The CCR concrete platform building will include a parking area. No water or sewer connections to local utilities are planned for NGMS and CCR sites. The CCR site will be provided with standalone freshwater tank and domestic wastewater (septic) tank. In addition, a rainwater tank will be installed adjacent to the south-east corner of CCR site for collection of rainwater inside CCR fenced site. Power for the NGMS and CCR sites will be sourced from the local provider (ENEL). A standby diesel generator will be installed at the CCR site and will provide backup power to both CCR and NGMS if the local provider power network is down. Communication between the LER and CCR, and then between the CCR and SWP will be via a direct link FOC. A satellite dish will also be installed at the CCR to provide backup VSAT based communications with SWP. Telephone and internet service will be sourced from local providers. **9. Temporary facilities/works required for completion of construction/installation works** Temporary facilities/works are required for installation/construction of the onshore permanent facilities, and include: • Temporary road railway crossing; • NGMS and CCR Construction Works Site Organization, including administrative containers, parking area, precommissioning pad, material and chemical storage area, and temporary construction road; • Microtunneling Construction Works Site Organization, including launch shaft area, pipeline stringing yard, pipe storage area, welding area and temporary access roads to the

	construction works site. The offshore construction/installation works will be supported by specialized construction and installation vessels. More details on onshore and offshore project infrastructure and methods used for drilling, construction and installation are presented in the Presentation Memorandum attached to this Notification. **Summary description of the production processes** The production from Domino and Pelican South fields will arrive on the SWP facilities via separate flowlines from the Pelican South and Domino fields drill centers. The SWP will be provided with installations and facilities to support the gas production, separation, and dehydration process, such as: • Production flowlines and inlet manifold; • Inlet separator; • Gas Dehydration Unit; • Glycol Regeneration System; • Pigging facilities; and • Produced water treatment system. The two-phase inlet separator will enable the separation of gas, liquids, and fines. The natural gas will then be further dehydrated/dried utilizing TEG-tri-ethylene glycol to meet the dew-point specification of the Romanian National Transmission System. The separated produced water stream will meet regulatory requirements and it will be discharged as approved by the competent authorities. After processing the natural gas at the SWP in order to comply with contractual gas transmission specifications, the gas production pipeline will transport it to the onshore NGMS for measurements prior to transfer to the downstream Transgaz Pipeline supplying the Romanian National Transmission System. NGMS will include a combination flow and pressure control system to control gas deliveries into the Romanian NTS. Control of gas volumes transferred into the Romanian NTS will be achieved via the two control valves installed at the NGMS downstream of the metering equipment. There will be no hydrocarbon processing at the NGMS. All separation and processing of the natural gas will take place at the offshore SWP prior to flowing through the production pipeline to the NGMS. An inlet filter / separator equipped with level switches, alarms and manual dump valves will be installed at the NGMS to protect the NGMS meters from potential small amounts of water being sent to the NGMS by process upsets at the SWP. A pig receiver assembly will be installed at the inlet of the NGMS to facilitate in-line inspection and maintenance pigging of the production pipeline. The CCR will serve as the primary operations control center for all Neptun Deep project facilities (subsea, shallow water platform, production pipeline, and NGMS). The CCR will house the facilities for monitoring and remotely operating project facilities. More details on the project production processes, including process flow diagrams, are presented in the Presentation Memorandum attached to this Notification.
Description of purpose of proposed activity:	Neptun Deep is a proposed offshore natural gas development in the Neptun Deep block, located in the Romanian portion of the Black Sea.

	The proposed objective of the Neptun Deep project is to produce the natural gas reserves from the Pelican South and Domino reservoirs, to treat the extracted gas on an offshore platform, transported it to the onshore metering station through a 160 km gas production pipeline and transfer it into the Romanian NTS.
Rationale for proposed activity (e.g. socio-economic, physical geographic basis)	The purpose of the Project is to sustainably develop the gas resources of the Neptun Deep reservoirs, with a focus on environmental protection during development and operation of the facilities, objective aligned with the Romanian Energy Strategy 2019-2030, with an outlook to 2050. The identified gas consists of very clean gas with high methane, low carbon dioxide (CO_2) and Sulphur, and low content of other hydrocarbons (ethane, propane, butane, etc.). The proposed project development includes a series of advantages, such us: minimizing the impact to the local communities due to the location of the SWP and offshore subsea equipment at approximately 160 km from shore and avoiding the current and planned touristic area by using the latest construction methods for shore crossing (microtunneling). The identification of new natural gas reserves has a positive economic impact by generating additional revenues to the national budget and represents an option for securing the national energy independency and ensuring feasible energy costs for public and private customers. This project will generate a positive impact to the local and national economy, and to the neighborhood local communities. Additional revenues to local budget will be ensured from taxes and contributions required for project development. The project may also contribute to the economic development of the area and represent an opportunity for development of other investments and socio-economic activities within the project area.
Additional information/comments	For additional information please see the Presentation Memorandum attached to this Notification.
(ii) Information on the spatial and temporal boundaries of the proposed activity	
Location:	The area proposed for construction/installation of the onshore facilities of the Neptun Deep project is located in the southern part of the administrative territory of Tuzla commune, Constanta County, close to the northern limit of the administrative territory of Costinești commune. The nearest international border to the onshore project site is represented by Bulgarian territory border situated more than 25 km south of the southern-most edge of the onshore project site. The production pipeline and FOC shore crossing is planned to be executed in Tuzla shore area as a bundle installation using the microtunneling method. The onshore entry point of the microtunnel will be located within private land owned by Project Beneficiaries. The offshore exit point of the microtunnel will be located within the coastal waters of the Black Sea. The Neptun Deep field development area is located in the Romanian Exclusive Economic Zone - EEZ. The offshore infrastructure crosses several different and unique physiographic provinces including a nearshore zone, the continental shelf, and the slope from the shelf to the basin. The production pipeline is approximately 160 km long on a west-east direction between the shore and the SWP location on the continental shelf. The pipeline is generally running in parallel with the southern limit of Romania's EEZ that borders northern part of Bulgaria's EEZ. The distance between the production pipeline and EEZ limit varies between approximately 25 km near the shore and 46 km near the SWP location. SWP is located on the continental shelf of the Black Sea approximately

	160 km west of Tuzla locality, Constanta County in the Black Sea and at approximately 46 km north from the south limit of Romania's EEZ (bordering the Bulgaria's EEZ). PSDC1 is located on the continental shelf of the Black Sea approximately 160 km west of Tuzla locality, at about 2 km northeast of the SWP in the Black Sea and at approximately 47 km north from the south limit of Romania's EEZ (bordering the Bulgaria's EEZ). DODC1 and DODC2 are located on the slope from the shelf to the basin of the Black Sea approximately 175 km west of Tuzla locality, at about 24 km southeast of the SWP in the Black Sea and at approximately 35 km north from the south limit of Romania's EEZ (bordering the Bulgaria's EEZ).
Description of the location (e.g. physical-geographic, socio-economic characteristics)	**Onshore project site** The onshore project site is located in the administrative territory of Tuzla commune, Constanta County. The topography of the onshore project site is flat with a slight slope towards the eastern extremity (to the Black Sea). Local geology is represented mainly by top soil (thickness up to 1.00 m), followed by Pleistocene loess deposits with thicknesses up to 15.00 m, with reddish intercalations indicating layers of paleosol from interglacial periods. Clay deposits are developed on Sarmatian limestones and associated with loess formation; the transition developed gradually thus it is hard to identify. Rock formation is represented by karstified Sarmatian bioclastic limestone, which starts below 20.00 meters below ground level. No surface water courses (rivers or streams) were identified within the onshore project site. The Black Sea is located at approximately 60 m east of the eastern-most edge of the onshore project site. The onshore project site is not located inside the limits of any natural protected areas designated at international, community and/or national level. The closest Natura 2000 protected areas to the onshore project site are represented by ROSPA0076 Marea Neagră and ROSCI0273 Zona marină de la Capul Tuzla, located at approximately 60 m east of the eastern-most edge of the onshore project site. The onshore project site has currently agricultural land use and no industrial activities were identified within or in the closest proximity of the project site. The existing activities in the proximity of the site are mainly agricultural, including cereal crops and fruit farming. Air transportation activities are currently performed within Tuzla private airfield area that is located approximately 2 km north – west of the western-most edge of the onshore project site. The onshore project site is currently crossed by local roads and Constanta – Mangalia railway line. Private dwellings and touristic guesthouses were identified to the south and southeast of the onshore project site on the administrative territory of Costinesti commune. The closest dwellings are located at approximately 100 m south from the limit of the site proposed for installation of the production pipeline and onshore entry point of the microtunnel shore crossing, respectively at approximately 350 m south-east from the limit of the site proposed for installation of NGMS. **Offshore project site** The offshore project site is located along the continental shelf and basin slope in the Black sea in the Romanian EEZ. Water depth across the Neptun Deep block ranges from 700–1,100 m at the Domino field to 120–130 m on the shelf at the Pelican South field and platform

	location. The basin slope separates the Domino and Pelican South fields. Along the export pipeline route on the continental shelf, the water depth decreases from 120 m to between 10–15 m at the proposed trenchless shore crossing location Natura 2000 site ROSCI 0273 Zona marină de la Capul Tuzla is under-crossed to its south-western corner by the shore crossing section of the gas production pipeline and fiber optic cable on a length of approximately 600 m. Natura 2000 site ROSPA0076 Marea Neagră is crossed by the route of gas production pipeline and fiber optic cable on a length of approximately 2.5 km. The existing activities within the offshore area include mainly marine shipping and fishing activities. Shipping lanes from Ukrainian and Romanian harbors and the Bosporus and/or Bulgarian harbors are crossing the proposed Neptun Deep offshore production pipeline route. Romanian fishing grounds are overlapping with the Neptun Deep production pipeline route and shallow water subsea infrastructure (e.g., Pelican South infrastructure). Other oil & gas exploration and production perimeters are identified within the Romanian portion of the Black Sea. The proposed offshore development is part of XIX Neptun block. More details on the existing environmental conditions of the onshore and offshore project area are presented in the Presentation Memorandum attached to this Notification.
Rationale for location of proposed activity (e.g. socio-economic, physical-geographic basis)	The onshore project site has been selected following an assessment of various site alternatives considered for construction/installation of onshore NGMS and CCR sites. A number of 4 potential sites located along the Romanian Black Sea coast were considered within assessment of the onshore site alternatives. Environmental, socio-economic, design, construction and operation criteria were considered during the assessment of site alternatives. Following assessment of site alternatives based on the mentioned criteria, the proposed onshore site located in Tuzla has been selected as the best site alternative for construction and installation of onshore facilities and microtunnelling shore crossing. The current onshore project site was selected due to the fact that it has a mainly flat topography, no onshore archaeological sites were identified within the site limits, no existent surface water body has been identified within the site limits, the site is not located inside the limits of any natural protected areas (SPA, SCI, natural protected area, RAMSAR Wetland site, IBA) and the soil and subsoil conditions of the selected site are more favorable for execution of the pipeline corridor and shore crossing in comparison to the other assessed alternatives. The offshore project site location was dictated by the presence of the natural gas fields from Neptun block. The SWP location was selected in order to minimize the potential of encountering shallow gas hazards. The proposed location of the platform was selected as the location where shallow gas was least likely to be found. Other factors considered for selection of the platform location included proximity to the drill centers, clearance distance from drilling rig mooring pattern and clearance from other geohazards. The locations of Domino and Pelican South drill center were selected in order to minimize drilling shallow hazards while minimizing methanol requirements for longer jumpers and engineering rework. General criteria, such as: minimization of the route length and the number of intersection points, avoid where possible restricted offshore

	area such us shipping lanes, military areas, dumping areas, mining activities, third parties (fishing organizations) requirements, avoid where possible pipelines, cables and utilities crossings, and other general criteria were considered in the selection of the pipeline route. The route of the gas production pipeline was chosen in order to avoid as much as possible the natural protected areas and any geological hazards (ex. seafloor faults). The routes of the flowlines and umbilicals have been determined based on the findings of specific routing studies that included assessment of the route survey data (e.g., geophysical survey), flowlines and umbilicals data, gas field details, SWP and manifolds tie-in details.
Time-frame for proposed activity (e.g.: start and duration of construction and operation)	According to the current schedule, it is anticipated that construction and installation of onshore and offshore project infrastructure will be completed in approximately 2 years from the start of construction works, upon issuance of the final construction permit by the regulatory authorities, currently scheduled for 2023. The total period for drilling and completion is estimated to take approximately 800 days (10 wells, 80 days per well). The estimated facility operation life is 20+ years since the completion of project construction and commissioning phase. At the end of project life, the onshore and offshore facilities will be decommissioned/abandoned in accordance with the regulations in force at the date of decommissioning phase.
Maps and other pictorial documents connected with the information on the proposed activity	General site location plans and site layout plans are included in the Presentation Memorandum, attached to this Notification.
Additional information/comments	For additional information please see the Presentation Memorandum attached to this Notification.
(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.)	The potential impacts on the environment components were preliminary assessed in the Presentation Memorandum prepared during the EIA Screening Stage, document that is attached to this Notification. The assessment of the potential significant impacts on the environment will be further detailed and assessed in the Environmental Impact Assessment Report. The Environmental Impact Assessment Report will follow the requirements of the European Directive 2011/92/UE on the assessment of the effects of certain public and private projects on the environment, transposed in the Romanian national legislation by the Law no. 292/2018 on environmental impact assessment of certain public and private projects.
Expected environmental impacts of proposed activity (e.g. types, locations, magnitudes)	The results of the preliminary assessment of the potential environmental impacts generated by the proposed project are presented in the attached Presentation Memorandum and are summarized below. **1. Potential impacts on water** The potential estimated impacts on the quality and quantitative regime of water during **construction/installation works** are represented by: • Water pollution due to accidental leakage of wastewater; • Water pollution due to accidental fuel, oil, chemicals, and other liquids leakage from construction vehicles, equipment, and facilities; • Water pollution due to accidental improper management of

	waste, fuels, chemicals and used materials at onshore and offshore construction sites; • Water pollution due to accidental discharge of fluids and wastewater produced during drilling, construction/installation, precommissioning and commissioning phase; • Water pollution due to fuel and materials leakage following support vessel accidents; • Temporary water turbidity due to execution of shore crossing, near shore and offshore dredging and trenching works that generate temporary increase in suspended sediments levels; • Water pollution due to improper quality and use of material used for backfilling of nearshore and offshore excavations and trenches. The potential estimated impacts on the quality and quantitative regime of water during **operation** of the Neptun Deep Project are represented by: • Water pollution due to accidental leakage of wastewater resulting from operation of NGMS and CCR sites; • Water pollution due to accidental improper management of waste, fuels, and other materials at onshore NGMS and CCR sites; • Water pollution due to accidental/improper discharge of fluids and wastewaters resulted during operation of offshore infrastructure (produced water, well restart fluids, subsea valve actuator fluids, platform drains water, domestic wastewater and rainwater generated by the operations and maintenance support vessels); • Water pollution due to accidental fuel, oil, chemicals, waste, or other materials leakages into the Black Sea during operations and maintenance activities at the offshore infrastructure and from support vessels; • Water pollution due to fuel and materials leakage following support vessels accidents. **2. Potential impacts on air quality** The potential estimated impacts on the quality of air during **construction/installation works** consist of: • Air pollution with particulate matter (dust) due to earthwork movements (vegetation clearance, soil excavation, fillings), traffic on unpaved roads and construction materials (ballast, sand); • Air pollution with NOx, SO_2, CO, particulate matter, heavy metals, (Cd, Ni, Cr) and hazardous pollutants for air because of the internal combustion engines of the ships, vehicles and equipment needed to perform the construction/installation works. The potential estimated impacts on the quality of air during **operation** of the Neptun Deep Project consist of: • Air pollution with emissions associated with onshore (one back-up diesel generator) and offshore (three Solar Centaur 50 gas turbine generators and a gas driven Essential Service Generator) power generation; • Air pollution with emissions associated with onshore venting and offshore flaring and venting;

	• Air pollution with emissions associated with internal combustion engines of the helicopters, ships and vehicles used for the operation phase. **3. Potential impacts associated with noise and vibration** The main potential estimated impacts associated with the noise and vibration during the **construction and installation works** execution, are represented by: • Temporary discomfort for the local population and for the tourists by noise and vibration produced by the onshore construction/installation vehicles and equipment; • Temporary disturbance of fauna species activity by noise and vibration produced by the onshore construction/installation vehicles and equipment; • Temporary disturbance or death by collision of fish and mammals as a result of noise and vibration generated during coastal excavations, offshore installation construction, drilling, and used vessels. The main potential estimated impacts associated with the noise and vibrations during the **operation**, are represented by: • Disturbance of fauna species activity by noise and vibration produced by the SWP and maintenance vessels; **4. Potential impacts on soil and subsoil** The main estimated potential impacts on the quality of soil and subsoil during **construction/installation works** are represented by: • Soil pollution due to accidental fuel, oil, chemicals, and other liquids leakage from construction vehicles and equipment; • Soil pollution due to accidental/improper management of waste, fuels, chemicals and used materials at onshore construction sites; • Soil pollution due to accidental discharges of fluids and wastewaters from construction works site; • Seafloor sediments pollution due to accidental fuel, oil, chemicals, waste, or other materials leakages from drilling platform and support vessels used during drilling, construction and installation, pre-commissioning, and commissioning works; • Seafloor sediments pollution due to accidental/improper management and discharge of wastewater generated during drilling, construction/ installation, precommissioning and commissioning. The main potential estimated impacts on the quality of soil and subsoil during **operation** phase include: • Soil pollution due to accidental fuel and oil or other material leakages on soil during operations and maintenance; • Soil pollution due to accidental discharges of resultant wastewaters at CCR site; • Seafloor sediments pollution due to accidental fuel, oil, chemicals, waste, or other materials leakages from SWP and support vessels used for operations and maintenance activities; • Seafloor sediments pollution due to accidental/improper management and discharge of produced water/wastewater at

	the SWP and support vessels used for operations and maintenance. **5. Potential impacts on terrestrial and marine biodiversity** *Onshore Biodiversity* The main potential estimated impacts on onshore biodiversity during the execution of the **construction and installation works** are represented by: • Habitat loss for fauna species, especially feeding areas, due to the use of land areas during construction; • Habitat alteration due to the temporary works, as well as due to air pollution. Habitat alteration is also generated by favoring the dispersal of invasive non-native plant species, both in areas where vegetation has been removed and in unaffected areas, by anthropocoria due to the movement of equipment and human presence on the site; • Temporary disturbance of fauna species activity, due to human presence, noise, and lighting, especially during breeding and nesting periods; • Increase in fauna species mortality mainly in the case of species with reduced mobility, such as amphibians and reptiles, following interventions by excavations or compacting of soil, as well as a result of collision with the traffic. The main potential estimated impacts on onshore biodiversity during the **operation** phase are represented by: • Disturbance of fauna species activity, due to noise, lighting, and human presence; • Increase in fauna species mortality mainly in the case of species with reduced mobility, such as amphibians and reptiles, as a result of collision with the traffic; • Habitat alteration, generated by favoring the dispersal of invasive non-native plant species, by anthropocoria, due to the movement of equipment and human presence on the site. *Offshore biodiversity* The potential estimated impacts on offshore biodiversity during execution of the works **construction and installation works** are represented by: • Temporary disturbance and loss of habitats and associated species by the construction and installation works (coastal excavations, pipeline placement on the seabed, offshore platform, submarine extraction installations, ships anchoring, etc.). • Change of benthic habitat types by installing new hard substrates on the seabed (e.g., offshore submarine installations, pipeline). • Temporary disturbance of all organisms and habitats in case of accidental pollution with hydrocarbons or other chemicals discharged into the sea. • Temporary disturbance or death by collision of fish and mammals as a result of noise and vibration generated during coastal excavations, offshore installation and construction, drilling, and used vessels. • Temporary disturbance of fish breeding and feeding habitats,

	especially demersal species. • Potential introduction of invasive species. The main potential estimated impacts on offshore biodiversity during the **operation** phase are represented by: • Disturbance of marine mammals and birds due to presence of SWP. • Disturbance to marine species due to presence of maintenance vessels; • Localized disturbance to pelagic habitat due to produced water discharge. **6. Potential impacts to population and human health** The main potential estimated impacts on population and human health during the **construction and installation works** execution, are represented by: • Temporary discomfort for the local population and for the tourists due to noise and vibrations produced by the onshore construction/installation vehicles and equipment; • Temporary air pollution with particulate matter (dust) due to earthwork movements (vegetation clearance, soil excavation, fillings), traffic on unpaved roads and construction materials (ballast, sand); • Temporary air pollution with emissions from internal combustion engines of the ships, vehicles and equipment needed to perform the construction/installation works; • Potential accidents as a result of unauthorized people accessing the construction works sites; • Positive impact for the local population during construction/ installation works in terms of employment and purchase of goods and services in the area. The main potential estimated impacts on population and human health during **operation** phase, are represented by: • Potential accidents as a result of unauthorized people accessing the NGMS and CCR sites; • Potential impact on the fishing activity due to presence of the subsea components of the Neptun Deep Project; • Potential accidental water pollution due to fuel and other liquids leakage following support vessels accidents. **7. Potential impacts on historical and cultural heritage** The main potential estimated impacts on the historical and cultural heritage during the **construction/installation** phase are represented by: • Potential damage to onshore archeological artefacts due to earthwork movements (e.g., vegetation clearance, soil excavation); • Potential damage to local historical and cultural objectives due to vibrations from onshore construction works; • Potential damage to offshore archeological artefacts due to subsea construction and installation works (coastal excavations, pipeline placement on the seabed, offshore platform installation, submarine extraction installations, ships anchoring).

	Due to the location of the existing onshore and offshore historical and cultural heritage objectives, as well as the results of the archeological diagnostic surveys, the potential impact during the **operation** phase is estimated to be unlikely. **8. Potential impacts on landscape and visual environment** The main potential estimated impacts on the landscape and visual environment during the **construction/installation** phase are represented by: • Visual impact for the tourists and locals due to the presence of the onshore construction equipment and vehicles; • Disturbance of the natural landscape during construction works (temporary works and temporary construction facilities). During **operation** phase presence of the NGMS and CCR will potentially impact the landscape and the visual environment due to the site proximity to residential areas and touristic areas. The SWP is located at approximately 160 km from the Romanian seashore and this area is not a common area for leisure and tourist boat trip routes. It is estimated that the presence of the SWP will have no potential negative impact on the landscape or the visual environment. **9. Potential impacts on climate change** The main potential estimated impacts on the climate change during the **construction/installation** phase are represented by GHG emissions from internal combustion engines of the ships, vehicles and equipment needed to perform the construction/installation works. The main potential estimated impacts on the climate change during **operation** of the Neptun Deep Project are represented by: • GHG emissions associated with onshore (one back-up diesel generator) and offshore (three Solar Centaur 50 gas turbine generators and a gas driven Essential Service Generator) power generation; • GHG emissions associated with onshore venting and offshore flaring and venting; • GHG emissions from internal combustion engines of the helicopters, ships and vehicles used during the operation phase. **10. Potential impacts of climate change on the project** The main potential estimated impact of climate change on the project is the occurrence of extreme weather conditions that can damage the Neptun Deep facilities, for example storms, tornadoes, floods, very low temperatures.
Inputs (e.g. raw material, power sources, etc.)	Natural resources (e.g., fresh water, sea water, wood, etc.), mineral aggregates (e.g., sand, gravel, limestone, bentonite, etc.), building materials (e.g., concrete, geotextiles, and other project specific building materials), energy, fuels, chemicals and other project specific materials and products will be used during project construction and operation. The use of natural resource and materials will be direct (e.g., withdrawal of sea water from the Black Sea for drilling or hydrotesting operations, use of a slip stream of dehydrated sales gas as fuel gas for power generation and instrument gas for process control valves during project operation) or indirect (mainly) by purchasing from authorized suppliers/contractors based on contractual basis.

	Fuels for onshore construction/installation equipment and vehicles will be regularly supplied from local fuel stations and transported via fuel tanker trucks by local distributors. The fuels will be temporarily stored onsite in approved/certified tanks provided with the possibility of collecting potential leaks. The fuels for offshore vessels and equipment will be supplied by Regional Quayside Distributor (Constanta area shore base) and transported to the offshore project area via supply vessels. The fuels for offshore vessels and equipment will be stored onshore at the project quayside location and then onboard the offshore vessels. Power used during construction and installation phase will be provided from local power supply network for NGMS and CCR construction site, from diesel generators for microtunneling construction site and from specific power generation and distribution systems installed onboard of offshore drilling rig and support vessels for offshore construction. Power used during operation of the onshore infrastructure will be provided from local power supply network and for offshore infrastructure from three Solar Centaur 50 gas turbine generators, with backup power provided by an Essential Generator installed on the SWP. Details regarding the materials, fuels and power used and their respective quantities will be presented in the Environmental Impact Assessment Report.
Outputs (e.g. amounts and types of: discharges in air, discharges into the water system, solid waste)	**1. Discharges to air** The main discharges into the air during construction and installation, precommissioning and commissioning phase are represented by emissions from vehicles, vessels and equipment engines used for construction, emissions from diesel generators for sourcing power and emissions from pre-commissioning operations (welding, concrete coating, painting, etc.). The main discharges into the air during operation phase are represented by emissions from vehicles and vessels engines used for maintenance, emissions from diesel and gas generators for sourcing power, emissions from maintenance operations (welding, painting, etc.) and emissions from the relief, blowdown, and flare system installed at the SWP and the vent stack installed at the NGMS. **2. Discharges into the water system** **Construction/installation and drilling phase** The main wastewater streams during **onshore construction/installation phase** include domestic wastewater generated from the construction works sites and produced water resulting from construction works (e.g., shaft construction, tunnelling process, pipeline hydrotesting, displaced tunnel sea water resulting from tunnel backfilling). The wastewater will be discharged to the sea upon approval of discharge parameters by the authorities (e.g., displaced tunnel sea water resulting from microtunnel backfilling) or collected on site by storage tanks that will be periodically emptied by trucks and wastewater transported to and disposed of at authorized disposal facilities based on specific agreements signed with certified contractors. The main wastewater streams during **offshore drilling and construction/installation** include: • Wastewater (greywater, blackwater) and rainwater generated

	by the drilling rig and construction/installation support vessels; • Well drilling and start-up water discharges; and • Construction wastewater discharges (production pipeline and flowlines hydrostatic test water). The wastewater generated during offshore drilling and construction will be discharged to the sea upon approval by the authorities (e.g., hydrostatic test water, water-based drilling fluid, wastewater generated by the drilling rig and vessels) or collected and shipped to shore (e.g., well start-up effluent, non-aqueous drilling fluid and oily cuttings from drilling) by barges to shore-based authorized wastewater treatment facilities. **Operation phase** The main wastewater streams generated during operation of **onshore infrastructure** include: • Domestic wastewater generated from CCR building facilities will be collected on site by an underground septic tank that will be periodically emptied by vacuum trucks. The wastewater will be further transported and disposed of at authorized disposal facilities based on specific agreements signed with certified contractors; • Rainwater that drains through concrete areas inside the CCR fenced site will be collected by a rainwater drainage tank. The tank will be periodically emptied by vacuum trucks for transport and disposal at an authorized wastewater treatment facility. The main wastewater streams generated during operation of **offshore infrastructure**: • Produced water and well restart fluids; • Subsea Valve Actuator Fluid Discharge; • Rainwater/wash down water generated on the SWP; • Wastewater (graywater, blackwater) and rainwater generated by the operations and maintenance support vessels. The wastewater generated during offshore operation will be discharged to the sea upon approval by the authorities (e.g., produced water and well restart fluids, rainwater/washdown water generated on the SWP, wastewater generated by the vessels) or collected and shipped to shore by barges to shore-based authorized wastewater treatment facilities. **3. Noise and vibration sources** The main sources of noise of vibration during onshore and offshore project development are represented by: • Operation of equipment used during the onshore construction works – engines functioning, handling of materials and equipment (e.g., handling of pipes); • The excavation activities, respectively earth loading and unloading; • The traffic within the onshore construction site areas, working fronts and on the access roads; • Well casing installation and performance of drilling operations; • Execution of near shore and offshore dredging/trenching and backfilling works; • SWP installation (e.g., jacket piling), production pipeline and

	flowlines installation and other subsea equipment installation; • Drilling platform, support construction/installation vessels, helicopters, dredging and trenching equipment, and other construction/installation equipment; • Drilling platform and support vessels related equipment (e.g., power generators, cranes, etc.). The main potential impacts associated with the noise and vibrations during the project operation are represented by: • Equipment and operations at the onshore and offshore facilities (NGMS, CCR, SWP); • Equipment and operations at the SWP; • Traffic and equipment of the operations & maintenance vessels; • Helicopter traffic. **4. Waste generation** The main types of estimated waste generated during the construction/installation and operation phases are non-hazardous (e.g., bulk uncontaminated solids, wastepaper and carboard, scrap metal, household waste, etc.) and hazardous (e.g., potentially contaminated sediments from reservoirs, contaminated drums, containers, and packaging, medical waste, etc.). The drilling works will generate both non-hazardous (fresh water based drilling fluid, salt water based drilling fluid, bulk solids, etc.) and hazardous waste (non-aqueous based drill cuttings, oily filters, engine used oil, machine gear and lubricating oils, etc.). The types and quantities of waste and emissions (e.g., air emissions, noise emissions) generated by the project will be detailed in the Environmental Impact Assessment Report.
Transboundary impacts (e.g. types, locations, magnitudes)	A potential transboundary impact could occur as a result of: • Accidental international waters pollution due to fuel and materials leakage following support or construction vessels accidents due to the direction of winds and waves in the offshore project area; • Accidental international waters pollution due to technical accidents at SWP and/or subsea equipment's (wells, pipeline, flowlines); • Accidental international waters pollution due to discharge of improper quality fluids and wastewater resulted during operation of offshore infrastructure (produced water, well restart fluids, subsea valve actuator fluids, platform drains water, domestic wastewater and rainwater generated by the operations and maintenance support vessels). Onshore the nearest international border to the onshore project site is represented by Bulgarian territory border situated more than 25 km south of the southern-most edge of the onshore project site. Offshore, the project facilities components are located north of the limit between Romania and Bulgaria EEZ. The closest offshore components to the EEZ limit are the DODC1 and DODC2 which are located at approximately 35 km north from the south limit of Romania's EEZ (bordering the Bulgaria's EEZ) in the Black Sea.

Proposed mitigation measures (e.g. if known, mitigation measures to prevent, mitigate, minimize, compensate for environmental effects)	Preliminary measures to avoid, reduce, or mitigate the potential estimated impact of the project on the environmental components were identified and presented in the Presentation Memorandum and include: • Compliance with the safety measures provided in the project design and a proper maintenance program for vehicles and equipment; • Using daily wetting for the areas where earth works are performed and for temporary construction site roads in order to reduce the dust emissions; • Speed restrictions for the temporary construction site roads in order to reduce the dust emissions; • Construction/installation works will be performed outside tourist season period; • Construction works sites will be fenced and warning signs / safety signaling will be installed in the area of the construction sites; • All onshore excavation works will be supervised by an authorized archaeologist; • Using vehicles and equipment that comply with the noise and vibrations regulations; • Visual screening consisting of trees, plants, shrubs and fencing for NGMS and CCR sites; • The vessels used during offshore construction and operation will comply with MARPOL and other relevant national and international regulations regarding the fuel used in order to limit the engines emissions; • Support vessels used during project operation will be adequately illuminated at night or in foggy conditions and SWP will be fitted with navigation aids and Automatic Identification System to alert 3rd parties about the presence of SWP; • Reduced frequency of the naval traffic for offshore maintenance due to adopting an unmanned solution for the SWP; • Design criteria for SWP is to use low noise generation equipment; • Using gas turbines equipped with Low NOx systems – DLE for offshore power generation (best alternative according to BAT study); • Using combination of flaring and venting for offshore operation (best alternative according to BAT study); • Safety plans specific to possible contamination as a ship to ship or ship to SWP collision and specific spill response plan; • Compliance with the discharge limits for wastewater according to Romanian regulations and competent authorities' approval. The EIA Report will describe the measures to avoid, prevent, reduce, or compensate (if appropriate) of any significant adverse environmental effects identified during the environmental impact assessment, and the proposed environmental monitoring.
Additional information/comments	For additional information please see the Presentation Memorandum attached to this Notification.

(iv) Proponent/developer:	
Name, address, telephone and fax numbers	**Developers:** ExxonMobil Exploration and Production Romania Limited and OMV Petrom SA (the ''Beneficiaries''). The contact details of the Beneficiaries are: • **ExxonMobil Exploration and Production Romania Limited (EMEPRL),** a company existing under the laws of the Bahamas acting through its Romanian branch office, ExxonMobil Exploration and Production Romania Limited Nassau (Bahamas) Sucursala Bucuresti, registered at the Trade Register Office under no. J40/17387/2008, unique registration code RO24593762, headquarter in Bucharest, 169A Calea Floreasca, Building B, 8th floor, Sector 1, phone/fax: +4031 860 7200 / +4031 860 7280, legal representative Alin Stirbu, email: alin.stirbu@exxonmobil.com; • **OMV Petrom S.A.,** Romanian legal entity with headquarter in Bucharest, 22 Coralilor Street, Sector 1 (''Petrom City''), postal code 013329, registered at the Trade Register Office under no. J40/8302/1997, unique registration code RO1590082.
(v) EIA documentation	
Is the EIA documentation (e.g. EIA report or EIS) included in the notification?	No.
If no/partially, description of additional documentation to be forwarded and (approximate) date(s) when documentation will be available	The Presentation Memorandum prepared for the "*Neptun Deep Project, including:* • *Onshore facilities: Pipeline and Communication Cable Installation; Undercrossing of Beach, Seafront, Roads and Railway; Temporary Road Railway Crossing; Construction of the Natural Gas Metering Station - NGMS, Control Center - CCR, Fencing, Lighting, Parking, Green Space, Platforms, and Internal Roads; Site Works Organization and Utilities Connections.* • *Offshore facilities: Domino and Pelican South Infrastructure (Drill Centers, Wells, Manifolds, Umbilicals, Risers, Flowlines, Ancillary Equipment); Shallow Water Platform; Gas Pipeline; Fiber Optic Cable; Landfall Crossing; Utilities."* is attached to the Notification herein. Environmental Impact Assessment Study is expected to be finalized later in 2022.
Additional information/comments	-
2. POINTS OF CONTACT	
(i)Point of contact for the possible affected Part or Parties:	
Authority responsible for coordinating activities relating to the EIA (refer to decision I/3,appendix): Name, address, tel and fax numbers	**Republic of Bulgaria** Ministry of Environment and Water 22 Maria-Luisa Blvd. 1000 SOFIA Telephone: + 359 2 988 25 77 Fax: + 359 2 986 25 33

	E-mails: mgramatikov(at)moew.government.bg edno_gishe(at)moew.government.bg pdragoev(at)moew.government.bg
List of affected parties to which notification is being sent	**Republic of Bulgaria**
(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, tel and fax numbers	**Ministry of Environment, Waters and Forests, Romania** 12, Blvd. Libertatii, Sector 5, Bucharest, Romania -040129 Point of contact for Notification: Ms. Dorina MOCANU Director Directorate for Impact Assessment and Pollution Control Ministry of Environment, Water and Forests 12, Blvd. Libertatii, Sector 5 RO- 040129 BUCHAREST Telephone: +40214089595 Fax: +40 21 316 04 21 E-mail: dorina.mocanu(at)mmediu.ro Focal Point for Administrative Matters: Ms. Mihaela MACELARU Counsellor for Impact Asessment Directorate for Impact Assessment and Pollution Control Ministry of Environment, Waters and Forests 12, Blvd. Libertatii, Sector 5 RO-040129 BUCHAREST Telephone: +40 21 408 9537 Fax: +40 21 316 0421 E-mail: mihaela.macelaru(at)mmediu.ro
Decision making authority if different than authority responsible for coordination activities relating to the EIA Name, address, tel and fax numbers	Environmental Protection Agency Constanța issues the final EIA Decision. Ministry of Environment, Waters and Forests is in charge with the transboundary EIA procedure.
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:	-
Opportunities for the affected party/parties to be involved in the EIA	Yes. Republic of Bulgaria may decide to participate in the environmental impact assessment (EIA) procedure and respond to the

process	notification **by 31th of May 2022.**
Opportunities for the affected party/parties to review and comment on the notification and the EIA documentation	Yes. Comments and requirements for the scoping document are expected **by 15th of June 2022**. Republic of Bulgaria are also invited to send information relating to the potentially affected environment under, their jurisdiction, so that the information can be used for the preparation of the EIA documentation.
Nature and timing of the possible decision:	EIA decision to be issued during this year.
Process for approval of the proposed activity	In Romania, the EIA procedure is conducted according with the provisions of the Law 292/2018 on environmental impact assessment of certain public and private projects. The EIA procedure comprises participation of the Romanian authorities and public and also the participation of the likely affected Party's authorities and public.
Additional information/comments	-
4. INFORMATION ON THE PUBLIC PARTICIPATION PROCESS IN THE COUNTRY OF ORIGIN	
Public participation procedures	When a project is likely to affect the environment of another Party, the national competent authority for environmental protection notifies the potentially affected Party, as soon as possible. Then, the environmental authority from the Affected Party informs its own public from the potentially affected areas and its concerned authorities. In 6 weeks from sending the notification, the Party of origin expects from the affected Party the summary of its public's and competent authority's comments, in English. The scoping documents will include the requests sent by the Affected Party, as a response to the notification. After its elaboration, the EIA documentation is made available to the public, which is given 30 days to express its opinion. The EIA documentation is also sent to the affected Parties, which then send their publics and competent authorities' comments, in English, to the Party of Origin. The final EIA decision takes into consideration the comments received from the affected Party the same way as those of the national public and authorities.
Expected start and duration of public consultation	In accordance with Romanian legislation, the public has a minimum of 60 days for submitting comments/observations to the EIA documentation in the procedural stages.
Additional information/comments	-
5. DEADLINE FOR RESPONSE	
Date	Expected response to the notification is 31th of May 2022.