NOTIFICATION OF AN AFFECTED PARTY OF THE PROPOSED ACTIVITY PURSUANT TO ARTICLE 3 OF THE CONVENTION FOR THE EIA REPORT IN THE CROSSBORDER CONTEXT

1. INFORMATION ON THE PROPOSED ACTIVITY	
(i) Information about the nature of the proposed activity	
Type of proposed activity:	
Is the activity listed in Appendix I of the Convention?	Yes, point 9 – *Commercial ports and inland waterways and river ports allowing the passage of vessels over 1,350 tons*
Purpose of the proposed activity: (E.g. the main activity and any/all peripheral activities that require assessment)	Considering the current situation of the Bechet port infrastructure, the beneficiary, NATIONAL COMPANY „RIVER DANUBE PORTS ADMINISTRATION" Giurgiu, aims to carry out the necessary infrastructure works for the relaunch of the naval transport activity in the Bechet port, in correlation with the short, medium and long term development plans of the Ministry of Transport and Infrastructure and with the requirements of the European Union in the field of naval transport. By rehabilitating the infrastructure of Bechet port and bringing the port to the technical-functional parameters of other ports located in the member states of the European Union, port and commercial activities in the area will be relaunched, contributing to regional development. The main proposed works are: ➢ ***<u>Modernization of the mooring front at the Danube, including:</u>*** • the execution of a vertical quay, for which two variants were analyzed, namely: a quay made of weight blocks (recommended variant 1) or of sheet pile (alternative variant 2), with the quota of the crest at + 7.80 m compared to the local low water, with the cumulative length L = 650 ml, the resulting surface S = 10,918 sqm. • compared to the current situation, where the existing mooring front, with a length of 650 m, is divided into 6 operating berths, in the feasibility study it is proposed to divide the mooring front into 5 berths, each having the recommended length for a river berth, of 130 m, resulting in the same length of the mooring front, of 650 m (5 berths x 130 m/berth). The 5 berths will be numbered, from upstream to downstream, with the numbers 2, 3, 4, 5 and 6. Berth 1 will be a new easement berth, which will be executed in the floating berth solution, upstream of the operating front, for the relocation of the existing pontoons, having L = 75 ml. • concrete platforms behind the new quay (new berths 2 – 6), in width approx. 20 m, with the possibility of placing the portico cranes Bocsa type of 16 tf x 32 m, for which beams and running rails have been provided, or of other machines established by common agreement with the economic operators that operate in the port and with the designer's approval, S = 17,222 sqm. • the execution of a floating easement berth, with the length of 75 m, according to the previous specifications. ➢ ***<u>Rehabilitation of RO-RO ramp and access roads, including:</u>*** • rehabilitation of the ferry crossing ramp, S = 4,086 sqm. • rehabilitation and expansion directing mole crossing point with the ferry, S = 588 sqm. • rehabilitation of precinct roads and platforms in the area of the border crossing point, S = 12,410 sqm. ➢ ***<u>Related works, including:</u>***

	• dredging/excavations for the execution of the vertical quay, the easement berth and rehabilitation of the RO-RO ramp; • rehabilitation of the navigation signaling system for the entire work. ➢ ***Provision of utilities in the port, including:*** • water supply of the port through its connection to the drinking water network of the city of Bechet, in order to ensure the water necessary for port activity and resupplying ships. Execution of the connection from the main network to the internal supply network, L = 2500 ml; • domestic wastewater collection network from the port, including its treatment; • rainwater collection network, including its treatment; • fire extinguishing installation; • electricity supply of the port, by connecting to the LEA existing in the area, at the entrance to the port, in order to ensure the electricity consumption of the port operators, the charging of electric cars, as well as the resupply of electricity to the ships stationed in the berths. A new PT and a connection network in length of approx. 1,500 ml; • perimeter lighting system and port premises; • video surveillance and access control system; • demand analysis and the possibility of equipping the port with a fueling point for alternative fuels.
Evaluation of the proposed activity (e.g. size, production capacity, etc.)	**Modernization of the Danube mooring front** In order to modernize the existing mooring front at the Danube, 650 m in length, (for berths numbered from 2 to 6, with lengths of 130 m each), it was proposed to build a vertical quay, a variant in which ships will dock directly at the quay, at a distance of approximately 20 m towards the water from the alignment of the existing mooring front. Moving the mooring front towards the water will ensure the creation of a port platform that allows operation at the quay with portico cranes Bocsa type of 16 tf x 32 m. At the same time, moving the front towards the water will ensure the depths necessary for direct mooring at the quay, with minimal expenses for maintenance operations, respectively dredging. **Rehabilitation of the ferry crossing point ramp and access roads** The ramp rehabilitation works at the ferry crossing point include: • rehabilitation works of the RO-RO ramp The RO-RO ramp serves the border crossing point. The solution for its rehabilitation involves the laying, over the existing and partially damaged concrete layer, of a new road concrete covering, with a thickness of 20 cm, between the level +7.80 and +4.40 local low water. This clothing will be reinforced with welded mesh and fixed to the existing road clothing by means of metal connectors. The concrete will be poured with transverse and longitudinal joints, respecting the position of the existing joints. At quota +4.40 local low water, the construction of a C35/45 reinforced concrete beam is planned. The surface of the ramp located between the quota +4.40 and -2.00 local low water will be rehabilitated by

	installing prefabricated slabs of reinforced concrete C35/45 with dimensions of approx. 2.00 x 2.00 x 0.2 m. The prefabricated tiles will be placed over the existing tiles, after cleaning them of any material deposits. At the base of the ramp, a prism of 200-600 kg/piece of rockfill will be built, leveled at the top with a 30 cm thick layer of broken stone, in order to strengthen the foot of the ramp. The downstream embankment will be reprofiled and completed with rockfills of 200-600 kg/pc. On the side of the ramp, there are 4 bitts of 25 tf. • rehabilitation works and expansion of the directing shore The directing mole upstream of the RO-RO ramp will be extended by 15 m towards the water, with a prism of rockfill 200-600 kg/piece, in the extension of the existing alignment. The concrete boxes on the crest of the mole will be repositioned after the broken stone foundation is restored. The embankments will be reprofiled with rockfills of 200-600 kg/pc. At the upper part of the mole, after the concrete boxes have been reset on the broken stone layer, it is planned to frame the boxes with blocks from rockfills to ensure better stability and resistance to the pushing force of the water current and ice fields. The head of the directing mole will be signaled with the help of a mobile beacon, which will be located on the crest of the mole, depending on the water level. • works of rehabilitation and modernization of roads and platforms in the PTF area. In order to ensure the safe exploitation of the premises roads and adjacent platforms, they will be raised to +7.80 local low water (+29.66 MN75). The elevation of roads and of the adjacent roads and platforms is necessary considering that they are currently below +7.33 local low water (10% assurance level), being floodable and inoperable. The existing road system will be dismantled and, where appropriate, used as a foundation for the new road system. The structure of the new road system is similar to that of the operating platform from the new berths 2 - 6, respectively: • filling from well-compacted local material; • ballast base layer, 36 cm thick; • broken stone foundation, 30 cm thick; • platform clothing from BcR 4.5, 24 cm in thickness. For the islands separating the traffic directions, a layer of vegetable soil with a thickness of 20 cm was provided on the upper part. Each traffic direction will be served by two traffic lanes with a width of 3.50 m each. For each direction, road gutters will be constructed that will collect rainwater. The horizontal markings and the vertical signaling corresponding to the border crossing point will be executed. A metal fence has been provided between the platforms behind the port's operating berths and the border crossing point. Works are also foreseen regarding the rehabilitation / modernization of the water supply system, the domestic and rainwater drainage system, the electrical networks, the video surveillance system and access control.

Description of the proposed activity:	For the rehabilitation and modernization of the port infrastructure in Bechet port, two scenarios / variants were proposed, as follows: - **scenario 1** with a project that provides for the realization of hydrotechnical works in the port area, which involves *the modernization of the vertical quay at the Danube by the execution of a vertical quay made of weight blocks, rehabilitation of the RO-RO ramp and access roads, related works that include dredging/excavations for the execution of the vertical quay, the easement berth and rehabilitation of the RO-RO ramp and, respectively, the rehabilitation of the navigation signaling system for the entire work, works to ensure the utilities in the port area (water supply, collection and evacuation of household wastewater and rainwater, fire extinguishing installations, electricity supply, ensuring video surveillance and access control* - **scenario 2** with a project that provides for the realization of hydrotechnical works in the port area, which involves *the modernization of the mooring front at the Danube through the execution of a vertical quay made of piles, rehabilitation of the RO-RO ramp and access roads, related works that include dredging/excavations for the execution of the vertical quay, the easement berth and rehabilitation of the RO-RO ramp and, respectively, the rehabilitation of the navigation signaling system for the entire work, works to ensure utilities in the port area (water supply, collection and evacuation of domestic wastewater and rainwater, fire extinguishing installations, electricity supply, ensuring video surveillance and access control*. For the works regarding the provision of utilities (water supply, domestic sewage, storm sewer, electrical networks, video surveillance and access system), only one variant was found. ***Water supply*** The water supply for the existing sanitary groups of the port, for loading the drinking water tanks of the ships and for fighting the fire will be made from the public pipeline of the city of Bechet, located about 2500 m away from the port premises (the length of the water connection). The connection will be made to the public water network. In the port premises, a water management will be built consisting of an above-ground storage tank V = 200 m3 and a pump station and water pump mounted in a container. In order to ensure the flow and pressure in the network, a water management consisting of a water tank V= 200 mc (D= 7.64m; H = 4.88m) and a pump station and hydrophore mounted in a container was provided. The water network in the premises, made of PEHD 125mm, P100, PN10, will ensure the water supply of the existing buildings, the hydrants supplying the ships and the fire hydrants. When under-crossing the crane tracks, the water pipes will be protected in steel pipes, between two valves. Hydrants for supplying ships will be provided with shut-off valves and flow meters.

	Domestic sewage network The domestic wastewater evacuation from the sanitary groups of the port buildings will be done through a network of PVC pipes Dn 250 mm and slope i = 0.008, to a domestic wastewater pumping station located in the port access area. The pumping station is an underground construction of prefabricated concrete elements, having Di = 1.80m and H = 6.0m. The station is purchased fully equipped with hydraulic, electrical and automation installations. The station is equipped with 1+1 electric pumps with Q = 5l/s; H = 16 mCA; P = 2 x 2.5 kW. The evacuation of wastewater from the premises will be done through a discharge pipe made of PEHD, P100, with a diameter of 125 mm and PN 6. On the discharge pipe, chimneys will be built with a cleaning piece from 500m to 500m. When crossing the existing valley, next to the existing footbridge, the pipeline will be photographed from the air, protected and thermally insulated. The discharge pipe and the sewer network will be laid between protective layers of sand according to the manufacturer's instructions. Household wastewater is collected in a wastewater pumping station and discharged through a 125 mm HDPE pipe, PN 6, into the city's domestic sewage network, 2500 m away. For the mechanical purification of rainwater, 2 sludge and hydrocarbon separators with coalescing filter and built-in by-pass with Q = 200/40 l/s each have been provided on the rainwater sewerage network. **The storm sewer network** To collect the rainwater from the premises, along the roads and platforms, gutters made of prefabricated concrete elements with a drain slope i = 0.005 were provided. The gutter sections 2x20m each will be connected to the storm sewer network through spillways purchased together with the gutters. For the mechanical purification of the rainwater discharged into the Danube, two sludge and hydrocarbon separators with a coalescing filter and a built-in by-pass with Q = 200/40 l/s characteristics were provided. Before the discharge into the Danube, a non-return valve will be installed on the final section of the sewer, in order not to allow water from the Danube to enter the sewer if its level rises above the level of the discharge opening. The evacuation of water into the Danube will be done by remodeling the existing outlet. **Electrical networks** The electricity supply is designed from a new transformer station, fully equipped for 2 transformers of 2000 kVA/pc., 20 / 0.4 kV, from which all the consumers provided in this documentation will be supplied from within the port of Bechet. **Video surveillance system** The role of the system is to ensure the capture of images from areas of interest, their processing and recording on

	specialized equipment, the visualization of images through the LAN network, allowing the staff dedicated to monitoring the operation of the system to take quick action in case of malfunctions or unwanted events at the monitored points. Access restrictions will be achieved with the help of a car barrier. Access will be done by card. The system is made up of cameras, video cameras, loudspeakers, network switches, NVR and monitoring station. The video surveillance system covers all areas of interest. The entrance to the premises is also supervised by a video camera that offers the possibility of recognizing the car's registration number. The surveillance system includes real-time recording equipment and will be connected to the LAN network for access to images. The NVR will be provided with HDDs that allow the recording of signals from all cameras for at least 20 days and will be connected to the LAN network (if it exists), being able to be accessed remotely. The system ensures fast real-time searching and allows for further expansion. By integrating loudspeakers with IP, the system allows the broadcasting of scheduled announcements, background music, warning or emergency messages, either individually, on zones or on all loudspeakers at the same time. **Access control system** The restriction of car access to the premises will be achieved with the help of two car barriers, mounted on both directions (entrance - exit). Access will be done with an RFID card. A number of cards will be defined for employees and visitors. The structure of the access control system will be as follows: • car barriers with 3m arm, controller for 2 inductive loops; • controller for 2 doors (or 2 master-slave controllers), for connecting two readers, 2 command relays; • RFID readers; • power source; • traffic lights.
Description of the reason for the proposed activity:	The development of goods traffic in the port of Bechet is mainly conditioned by the operating conditions of the goods, the conditions for the ships to stay, the facilities that the port infrastructure can offer in any season and the connection of the port with the local and national road network. The rehabilitation of the existing berths and the transition from walled quays to vertical quays will lead to the development of cargo traffic in the port. Along with the rehabilitation and modernization of the port infrastructure, optimal working conditions, and the running of specific activities under normal conditions will be ensured. The perimeter in which the alluvial material to be dredged will be discharged into the Danube will be specified by the waterway administrator, respectively the Galați Lower Danube River Administration, outside the areas with critical depths for navigation. Currently, due to the changes in the configuration of the bed and due to an intensive exploitation, correlated with the change of climatic conditions in recent years, there have been phenomena of instability and damage to the existing hydrotechnical constructions. Considering the current unfavorable conditions in the site and the objectives included in the program of the Romanian

	Government according to the General Transport Master Plan, it is necessary to modernize the operating infrastructure in Bechet port, so that technical solutions for rehabilitation and redevelopment have been proposed.
The reason for proposing the activity (e.g. socio-economic, physical and geographical bases)	By rehabilitating the infrastructure of Bechet port and bringing the port to the technical-functional parameters of other ports located in the member states of the European Union, port and commercial activities in the area will be relaunched, contributing to regional development.
Additional information/comments	-
(ii) Information on the temporal and spatial bases of the proposed activity	
Location:	Bechet Port, Dolj County
Location description: (e.g. socio-economic, physical-geographical bases)	Bechet Port is located in Dolj County, UAT Bechet, being located on the left bank of the Danube River, in the area of km 678 - 681. The area of the port territory managed by NATIONAL COMPANY „RIVER DANUBE PORTS ADMINISTRATION"is 76,287 square meters. The length of the walled/vertical/natural quays under the administration of the beneficiary is 650 m. The port is of the fluvial type, allowing the berthing of barges of up to 2000 t. The Bechet - Oreahovo Bulgaria Border Crossing Point also operates in Bechet Port. The border crossing infrastructure belongs to APDF and consists of RO-RO platform and ramp roads. The land is the property of the Romanian State, public domain, and was concessioned to the Beneficiary, National Company „River Danube Ports Administration" Giurgiu, according to Concession Contract LO/3898 of 15.10.2008, Annex 1, no. MF 150252 issued by the Ministry of Transport. The investment objective is located on the TEN-T priority axis no. 18 (Rhine - Main - Meuse - Danube). Access by car to the area is on the national road DN 55. Bechet Port has a development in the V-E direction, being south of the UAT Bechet. In the site area, there are no places of worship or historical monuments that will be affected both during the works execution period and during the operation period. The closest places of worship/historical monuments are in the residential area of the city of Bechet, at approximately 3.5 km, so they will not be affected during the execution of the works by observing the required measures, nor during the operation period (due to the location in relation to the area of interest). The land has the function of a naval communication road area, according to the mentions in the urban planning certificate, The project is located in the Natura 2000 sites *ROSCI0045 The Jiului Corridor* and *ROSPA0023 Jiu – Danube Confluence,* overlapping as territory. According to the Standard Form of the ROSCI0045 The Jiului Corridor site, out of the 18 habitats, 4 are of priority interest. Due to the arrangement along the middle and lower

	course of the Jiu, covering various altitudinal steps, the types of habitats are conditioned by these elements, indicating their heterogeneity, from aquatic and meadow habitats to natural forest habitats, meadows, hayfields and shrubs. The area of the Bechet port, which is the site of the works that are the subject of this memorandum, is an anthropized, industrial area, being circulated by vehicles and heavy tonnage machines, ships. Several operators operate in the port area, especially grain ships are loaded. The site is concreted, being prepared for the activities that take place here, from the transit of vehicles to the activities of loading grain into ships. According to the habitat distribution maps from the site management plan, habitat *92A0 - Galleries of Salix alba and Populus alba* can be found in the port area. The port area - the area where the works that are the subject of this memorandum will be carried out, occupies a small area compared to the area of the site (0.12% of the area of the habitat). Moreover, the port area is concreted, man-made, with constructions and intensively trafficked, the works will be carried out in the already occupied area without occupying additional land surfaces. The fish species for which the site was designated can be found in the waters of the Danube, but in the bordering area of the port, being the area where specific port activities are carried out (ships passing by, ships that can stay in the port being unloaded, etc.) these fish species fish can be found occasionally, being in transit, looking for food and not for reproduction. According to the distribution maps from the Management Plan of ROSCI0045, the following species can be found in the project area: Alosa immaculata, Aspius aspius, zongel zingel, Gymnocephalus schraetzer, Rhodeus amarus, Zingel zingel, Pelecus cultratus. As for the species of reptiles and amphibians, as stated previously, being the area with port activities (anthropogenic area), the habitat is not favorable for these species. The two species of mammals mentioned in the FS (Lutra lutra and Spermophilus citellus) can only be found in search of food, the habitat not being suitable for reproduction. Among the species listed in the standard form, 2 avifaunistic species may be present in the perimeter of the works (in the passage, in search of food): A122 Crex crex, A075 Haliaeetus albicilla.
The reason for the location of the proposed activity (e.g. socio-economic, physical and geographical bases)	The purpose of the project is to rehabilitate and modernize the port infrastructure in Bechet port, so that no other location can be considered for the execution of these works.
Timing of the proposed activity (e.g. time and duration of construction and operation)	The duration of the investment is approx. 24 months, of which the actual execution was estimated at approx. 21 calendar months.
Maps and other related pictorial documents of information on the proposed activity	See the attached plans (zoning plan, Bechet port situation and systematization plan, vertical quay type transversal sections, water-canal networks plan)
Additional information/comments	

(iii) Information on the predicted impact on the environment and proposed mitigation measures	
The purpose of the assessment (E.g. Considerations on: cumulative impact, Evaluation of alternatives, development issues, impact on peripheral activity, etc.)	The evaluation of the potential impact that the works can have on the environment was carried out taking into account all environmental factors potentially affected: water, air, soil/subsoil, landscape, human settlements, noise, biodiversity. Also, when evaluating the impact, any project executed or proposed to be executed in the area of the site (Bechet port) was taken into account in order to analyze any possible cumulative impact with it. Regarding the alternatives/scenarios proposed, the analysis was mainly carried out on the variant proposed to be executed. The works foreseen in the two scenarios are similar, with the exception of the modernization works of the mooring front in which the variation of making the vertical quay from piles is proposed (materials that do not induce any impact on the environmental factors).
Expected environmental impact of the proposed activity (eg type, location, magnitude)	The impact analysis was carried out both for the period of execution of the works and for the period of operation of the port. During the execution of the works, the impact is typical for any work / construction / rehabilitation activity and includes: • noxious emissions from excavation works, handling of powdery material, loading/unloading of materials. • noxious emissions from the exhaust pipes of the vehicles/equipment used in the execution of the works, vehicle traffic in the site area. • with regard to the sources of pollution of the surface water body (the Danube River), they can be generated by the handling of the powdery material that in periods of high wind intensity can reach the surface of the water body. • the deposits of pulverulent materials that, by being washed by meteoric waters, can reach the body of water. • water from the washing of machinery / vehicles in the premises of the construction site. • leaks from used vehicles / equipment that can reach, by being washed away by meteoric waters, into the surface water body or leaks from used dredging equipment that may present malfunctions (petroleum product leaks, etc.). • dredging works that can lead to disturbances in the water body that lead to an increase in turbidity. • noise can be generated during the execution period by the use of the equipment / machines necessary for the execution of the works, car traffic. • biodiversity can be affected during the execution of the works by the presence of machinery in the work area, especially in the area of the water body, the noise generated by their operation, the possible leakage of products into the water body. This potential impact is felt only during the execution of the works, being a local impact, without affecting the areas adjacent to the work area (more precisely the areas adjacent to the port - considered the industrial area). Also, through the presentation memorandum (attached to this notification), measures are recommended / mentioned to reduce or prevent any possible impact on the environment during the execution of the works.

	During the operating period, the potential impact is similar to the present one and is due to the human presence, the machines that carry out their activity in the port area, the activities of loading / unloading ships, vehicles, car traffic, naval traffic. Considering that the activity carried out after the execution of the works will not be different compared to the one carried out at this moment, the exception will be its volume (higher traffic of cars, higher traffic of ships, etc.), the impact will be local (in the working area of the port), insignificant. Being an industrial area, the specific avifaunistic species to the ROSPA0023 site, but also the other species mentioned in the standard form of the sites and not only, will not be affected (there are no nesting areas in the port area, breeding places of mammal species), habitats that will be affected and/or deforested (the port platform is concreted / waterproofed). The fish species in the water body are most likely looking for food, the area being transited by ships.
Entry (e.g. raw material, energy sources, etc.)	To carry out the works, the following will be used: granular material for the construction of the platforms, ballast, raw stone of different sizes and thicknesses. During the execution of the works provided for in the project, the main sources of energy will be fuels necessary for the operation of the construction machinery for the commissioning of the designed works. Ensuring utility during the execution of the works will most likely be achieved by recording the existing networks in the port area (the organization of the site is not the object of this project and at this moment no details are known about the contractor who will execute the works as well as how he will set up the organization of the site).
Exit (e.g. Amount and type of: disposal in air, disposal in water, solid waste, etc.)	From the activity carried out during the execution of the works, there will be emissions/ noxious from the exhaust pipes of the vehicles/machines used (at this moment their number is not known to be able to make an estimate of the amount of emissions, the contractor who will execute the works is not known), emissions into the water body from possible leaks of petroleum products from the machines used for dredging (these leaks can only appear in the case of equipment malfunctions and will be quantitatively insignificant). During the execution period, waste will be generated, both household waste and other types of waste such as: paper/cardboard from administrative activities, plastic, construction waste, metal, wood. The method of collection and management of this waste is the responsibility of the contractor, who will conclude contracts with authorized operators for their collection in order to valorize / eliminate, according to the legislation in force. During the operation period of the port, the main types of waste are household waste and waste resulting from the administrative activities carried out in the port area. It is the responsibility of the port operators who conclude contracts with authorized operators for waste collection in order to recover/dispose according to the legislation in force.
Transboundary impact (e.g. types, location, magnitude)	From the analysis of the project, of the types of works proposed to be executed, of the materials used, the

	execution time of the works was estimated so as not to generate a cross-border impact. The works proposed to be carried out take place on the platform of the Bechet port and consist of excavations, the handling of powdery material, the operation of equipment / machines that can generate emissions and noise, dredging works in areas bordering the port. With regard to dust pollution of the air, from the experience of construction sites, it can be appreciated that, in periods without precipitation, on the traffic routes of means of transport and in the areas of machinery activity, the CMA values of 0.5 mg/m2 can be exceeded 2-3 times. On the side of the traffic routes, pollutant concentrations decrease with distance from the source, at 20 - 30 m distance representing 50% and at 50 m, approx. 30% of the maximum ones. At a distance of about 100 m, the concentrations of pollutants in the air are negligible, meaning below 10% of the concentration. Considering this aspect combined with the distance from the port of Bechet (Romania) to the port in Bulgaria or the nearest residential area in Bulgaria (at least 900 m), it can be estimated that the impact is insignificant. Also, the dredging works that can lead to the increase of turbidity in the water body, generate a local impact, without having negative consequences (significant impact) in the area of Bulgaria. We estimate that during the entire period of execution of the works, the impact will be local (only on the Romanian shore), insignificant, in the short term (only during the period of execution of the works). By complying with the measures proposed in the presentation memorandum that will later be taken over in the environmental agreement, of the legislation in force regarding the protection of environmental factors, no cross-border impact will be generated during the execution of the works.
Proposed improvement measures (e.g. If known, proposed improvement measures, improvements, mitigations, compensation for environmental effects)	It's not necessary. Through the presentation memorandum, measures are proposed to reduce / prevent a potential impact of the works on the environment for the execution period. During the operating period of the port, the generated impact will not be greater than the existing one at this moment (the activity will not be modified, but the area will only be improved from the point of view of providing utilities, rehabilitating existing constructions, ensuring navigation depth, etc.).
Additional Information/Comments	
(IV) Proposer/developer:	
Name, address, telephone and fax number	**National Company „River Danube Ports Administration”** ***Registered office***: Strada Portului no. 1, Giurgiu ***Telephone***: 0246.213.003 ***Fax***: 0246.211.888 ***E-mail:*** secretariat@apdf.ro, apdf_proiecte@yahoo.com ***Name of the contact person***: Marius OLTEANU, General Manager of CN APDF SA
(V) EIA documentation	
Is the documentation (e.g. EIA or EIS report) included in the notification?	The notification includes a presentation memo.

If not/partial, description of additional documentation to be submitted and (approximate) date(s) when documentation will be valid	Attached to the Notice. A RIM was not drawn up for this project
Additional information/comments	-
2. POINTS OF CONTACT	
(i) Points of contact for Parties of Parties possibly affected:	
Affected authorities for coordination of EIA-related activities (decision I/3, appendix): Name, address, telephone and fax number	Republic of Bulgaria Ministry of Environment and Water 22 Maria-Luisa Blvd. 1000 SOFIA Telephone: +359 88 889 7898 Fax: + 359 2 986 25 33 E-mails: edno_gishe@moew.government.bg g.alieva@moew.government.bg
List of affected parties to whom notice was sent	**Republic of Bulgaria**
(ii) Points of contact for the Home Party	
Authority responsible for coordinating EIA-related activities (Decision I/3, appendix) Name, address, telephone and fax number	Ministry of Environment, Waters and Forests, Romania 12, Blvd. Libertății, Sector 5, Bucharest, Romania Point of contact for Notification: Ms. Dorina MOCANU General Director General Directorate for Impact Assessment, Pollution Control and Climate Chamge Telephone: +4 021 408 9595 Fax: +40 21 316 04 21 E-mail: dorina.mocanu@mmediu.ro Ms. Anca Apreutesei Head of Unit Telephone: +4 021 408 9588 Fax: +40 21 316 04 21 E-mail: anca.apreutesei@mmediu.ro Ms. Ana Stanciu Junior Advisor Telephone: +4 021 408 9588 Fax: +40 21 316 04 21 E-mail: anamaria.stanciu@mmediu.ro
The decision-making authority if other than the authority responsible for coordinating EIA-related activities Name, address, telephone and fax number	The Environmental Protection Agency Dolj Address: 1 Petru Rareș Street, Craiova, Craiova County Tel: 0746 248 743, 0351 428.037, 0351 428.038 Fax: 0251 419035 e-mail : office@apmdj.anpm.ro The Environmental Protection Agency Dolj issues the final EIA Decision.
INFORMATION RELATED TO THE EIA PROCESS IN THE COUNTRIES WHERE THE PROPOSED	

ACTIVITY IS LOCATED	
(i) Information on the EIA process applied to the proposed activity	
Timetable:	4 to 6 months from the EIA documentation submission
Opportunities for affected party(ies) to engage in EIA	The affected party may participate in decision-making under the EIA procedure as follows: - Following the notification it may take the decision to participate in the EIA procedure and may send comments and observations that will be taken into consideration in the EIA documentation; - If necessary, the authorities of the affected party will be consulted subsequently, according to the provisions of art. 5 of the Espoo Convention.
Opportunities for the affected party(ies) to review and comment on the EIA notification and documentation	Comments on the notification and presentation memorandum are expected, if the party decides to participate to the EIA procedure. The Republic of Bulgaria is also invited to send information relating to the potentially affected environment under their jurisdiction, so that the information can be used for the finalization of the EIA documentation.
The nature and schedule of the possible decision:	The environmental agreement could be issued by the middle of next year.
The process for approving 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 procedure	In accordance with the provisions of Romanian legislation, the public participates in decision making during EIA procedure, as follows: -has a minimum of 30 days for submitting comments/observations to the EIA documentation in the procedural stages; - within the public debate organized after the submission of the EIA report; the public has access to EIA documentation and may formulate comments/observations to it both before and during the public debate.
Time and duration of public consultations	In accordance with Romanian legislation, the public has a minimum of 30 days for submitting comments/observations to the EIA documentation in the procedural stages.
Additional information/comments	-
5. DEADLINE FOR RESPONSE	
Date:	**25th of September 2023**

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The undersigned Crăciun Persida, authorized interpreter and translator for English and Italian under the 18443 Permit issued by the Romanian Ministry of Justice on December 13, 2006, certifies the accuracy of the

translations from Romanian into English, that the text presented has been completely translated, without omissions, and that by translating the document it was not distorted its content and meaning.