

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

**Environmental Impact Assessment project designer and developer**

Ministry of construction,  
transport and infrastructure  
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<b>1. INFORMATION ON THE PROPOSED ACTIVITY</b>	
<b>(i) Information on the nature of the proposed activity</b>	
Type of the activity proposed	The expansion of the bulk and general cargo terminal at the Port of Smederevo
Is the proposed activity listed in Appendix I to the Convention?	No
Scope of proposed activity (e.g. main activity and any/all peripheral activities requiring assessment)	Construction and exploitation the expansions of the bulk and general cargo terminal at the Port of Smederevo at the territory of the Republic of Serbia
Scale of proposed activity (e.g. size, production capacity, etc.)	The total area of the plots where the construction of the Terminal for bulk and general cargo is planned is 33.16 ha, with the length of the operational coast of Terminal 840 m. The terminal was designed for the transshipment of nearly 8 million tons of bulk and general cargo, with these volumes as predicted for 2035. Transshipment is carried out mechanically through portable cranes, belt conveyors, freight cranes and various types of autodizers, and storage is provided in indoor spaces so as not to generate dust during transshipment.
Description of proposed activity (e.g. technology used)	<p>Transshipment at the Terminal for bulk and general cargo is divided into 3 sectors - the transfer of bulk cargo (ore of iron, coke, coal ...), overloading of general cargo (finished products - sheets, tapes, ...) and transshipment of sand and gravel.</p> <p>Bulk cargo handling is carried out by means of coastal cranes that load the cargo on a coastal railway or into a closed warehouse through strips of conveyors. From the warehouse, through the other transporter, the goods are transferred to the wagons of the warehouse railway, which closes the cycle of bulk cargo transshipment. General cargoes are transhipped on barges via a masthead crane located in a warehouse with a covered connection in order to ensure the safe transport of cargo sensitive to atmospheric influences. Goods to warehouse come through storage or coastal railways, and truck transport in the event of a standstill is possible. Container loading is done using a truck with sufficient capacity, and the Terminal provides an open container for containers. Sand and pebbles are being transhipped on berths 7 and 8 using a coastal hoist. For these bulk cargoes, open storage facilities with possible separation of gravel are provided. design should especially elaborate locations for temporary storage of the equipment, building materials, for machinery servicing and workers' accommodation. Works should be executed successively per sections in order to minimize obstruction of local activities.</p> <p>In the part of the rout with forestry land, cutting through forest interior areas should be kept to the minimum required for the execution of the work.</p> <p>Upon completion of construction works it is necessary to carry out recultivation of arable land and rehabilitation of non arable land. Through biological and technical works it is necessary to prevent soil erosion and instability of the terrain.</p>

	<p>The port of the planned terminal is intended for transshipment of bulk and general cargo, and for handling of a small number of containers.</p> <p>In addition, the future terminal shall provide the opportunities for development of plants for production of concrete, asphalt, and concrete products and recycling.</p> <p>During the phase of preparation and execution of works, construction works are planned for the construction of the facility, which includes the management of terrain, filling, construction of pedestrian passages and paths. During the preparation phase, the necessary fire protection requirements on the parcel are provided in accordance with the Law and regulations with the specified type of facility.</p> <p>In the first phase of railway infrastructure construction for the needs of expanding the Terminal's capacity for bulk and bulk cargo, at the Terminal, it is planned to build two routes with two tracks of port rail.</p> <p>In the phase of work it is envisaged that the area of the bulk and bulk cargo terminal has the following contents and functions:</p> <ul style="list-style-type: none"> <li>- Trans-loading and manipulative facilities and spaces envisaged for classical transport systems (operational coasts, railway tracks, railway tracks, roads, parking lots)</li> <li>- warehouses and warehouse - distributive, commercial and production functions</li> <li>- business-administrative complex</li> <li>- technical complex of manipulative and other assets.</li> </ul>
<p>Description of purpose of proposed activity</p>	<p>The purpose of the Project Implementation is as follows:</p> <ul style="list-style-type: none"> <li>- Creating preconditions for the inland waterway transport of general and bulk cargo in accordance with the existing and growing needs of the town of Smederevo (in particular the steel mill company Hbis Group Iron &amp; Steel), as well as needs of the port's catchment area economy: Podunavlje District (Smederevo, Velika Plana and Smederevska Palanka), Braničevo District (Požarevac, Veliko Gradište, Golubac, Kučevo etc.) and the South Banat District (Kovin, Vršac, Bela Crkva, Alibunar etc);</li> <li>- Developing adequate port capacities to provide new opportunities for transport of goods using multimodal transport services, thereby increasing the competitiveness of the economy of Serbia and the region;</li> <li>- High quality connectivity of Serbia's inland waterway transport on Corridor VII with the Trans-European Transport Network (according to the Strategy of Waterborne Transport Development of the Republic of Serbia, underlying the planning of the Port of Smederevo further development);</li> <li>- Relocating the cargo port from the town centre and conversion of the existing Old Port to a passenger port;</li> <li>- Contribution to local economic development through increased attractiveness for investment in the Industrial Zone (Park) in Smederevo (located in close proximity to the project site);</li> <li>- Creating conditions for a more cost-effective and efficient transport of raw materials and finished products from the Hbis Group Iron &amp; Steel, especially after shutting down of the Old Port for cargo transshipment;</li> <li>- Energy consumption savings and air pollution reduction;</li> <li>- Employment growth;</li> </ul> <p>The general objective of the Project of Bulk and General Cargo Terminal Expansion at the Port of Smederevo is to satisfy the existing and prospective needs of business entities from the catchment area for the inland waterway transport services (as the cheapest mode of cargo transportation), thereby strengthening the capacities and competitiveness of the national and local economy.</p>
<p>Rationale for proposed activity (e.g. socio-economic, physical geographic basis)</p>	<p>The expansion of the bulk and general cargo terminal at the Port of Smederevo is an important and ambitious project, the implementation of which should ensure the provision of reliable and modern port infrastructure and superstructure, as prerequisites for development of multimodal transport and strengthening the role of the inland waterway transport in the Republic of Serbia. According to the prime goals of the European transport policy, as well as the Strategy of Waterborne Transport Development of the Republic of Serbia for the Period 2015–2025 („Official Gazette of RS“, No. 3/15), an 18% increase in goods transportation volume on inland waterways is expected as compared to other modes of transport. To achieve this goal, it is necessary to improve the inland waterway network transport infrastructure of the Republic of Serbia, and especially on the Danube, where there is no modern port terminal for transshipment of general and bulk cargo in the Republic of Serbia.</p> <p>In the Strategy of Waterborne Transport Development of the Republic of Serbia 2015–2025, in the section related to the development plans for ports and terminals, the following is stated for the Port of Smederevo (defined as a port open to international traffic): „development plans include construction and expansion of the operative quay at the site of the New Port, as well as purchasing additional port cranes, and the priority investment is the construction of industrial siding at the site of the New Port operative quay, and its connection to the public railway</p>

	<p>network".</p> <p>For a number of years (since the 1990s, and especially since 2005), the town of Smederevo has been trying to relocate industrial sidings for freight transport from the centre of Smederevo. This should allow for the town to move closer to the Danube, conversion of the existing Old Port to a passenger port (alongside relocation of transshipment capacities to the current New Port site). This would create preconditions for faster tourism and overall development of the municipality of Smederevo. Accordingly, the Spatial Plan of the Town of Smederevo, Master Plan of the Town of Smederevo, etc., are being prepared, and will constitute an immediate input for the Port of Smederevo Detailed Regulation Plan. At the same time, these plans provide for construction and equipping of a new Industrial Zone (Park) in the immediate vicinity of the New Port. According to current considerations, production of various food products (including preserving fruit, vegetables and beverages for export to European and other markets, cans etc.), industrial products (pipes, electrical wires and cables, metallurgical rolls etc.), slag cement, pellets, etc., is supposed to be developed at this location.</p> <p>According to the above, the implementation of the Project of Bulk and General Cargo Terminal Expansion at the Port of Smederevo is planned.</p>
Additional Information / comments	
<b>(ii) Information on the spatial and temporal boundaries of the proposed activity</b>	
Location+	<p>The site for construction of the Bulk and General Cargo Terminal at the Port of Smederevo is located within the coverage of the Detailed Regulation Plan of the Town of Smederevo (DRP), which covers part of the riparian land and part of water area on the right bank of the Danube, about 4 km downstream of the Smederevo town centre.</p> <p>On this stretch, downstream of the road bridge across the Danube, there is space planned for construction of the Terminal. The location of the Bulk and General Cargo Terminal at the Port of Smederevo is defined in DRP on belonging cadastral parcels, and covers the riparian belt and water area of the river. The Terminal site borders with the flood-control embankment which stretches in northeast-southwest direction, and protects Godominsko Polje against 100-year floods of the Danube River.</p> <p>The position of the Bulk and General Cargo Terminal at the Port of Smederevo is situated at the junction of three transport systems (road, railway and waterborne) with regional, national and international significance, which is a special advantage for development of transport activities based on contemporary principles. The locational potentials are also manifested in spatial opportunities for expansion of the port area, but also in significant spatial resources in the hinterlands for development of economic facilities, as well as activities accompanying the port economy – logistics, goods-transport, distribution centre, storage, etc.</p>
Description of the location (e.g. physical-geographic, socio-economic characteristics)	<p>The location for the construction of the The expansion of the bulk and general cargo terminal at the Port of Smederevo is in the scope of the Detailed Regulation Plan of the Port of Smederevo (PDR), which involves a part of the coastal land and a part of the right bank of the Danube River, about 4 km downstream of the city center of Smederevo.</p> <p>Downstream of the road bridge over the Danube, there is a space planned for the construction of the Terminal. The position of the Terminal for bulk and general cargo Luke Smederevo is at the hub three traffic systems (road, rail and water) with regional, national and international importance, which is a special advantage for the development of transport activities based on modern principles. The location potentials are also reflected in the spatial possibilities for the expansion of the port area, as well as significant spatial resources in the hinterland for the development of various economic contents, as well as the accompanying activities of the port economy - logistics, freight transport, distribution center, storage,</p> <p>The location of the Terminal for bulk and general cargo of the Port of Smederevo is defined in the PDR by the associated cadastral parcels and includes the coastal belt and the water surface of the river. The location of the Terminal borders with a defensive embankment that extends towards the north-east-southwest, and protects the Godom field from the level of the centenary waters of the Danube River. For certain parts of free and undeveloped areas, there is a planned documentation of a lower hierarchical level that has directed the development of these spatial units in the function of industry and economy.</p> <p>In the scope of the General Regulation Plan for the industrial zone of Smederevo, which includes a part of the construction area of Smederevo, next to the construction land, there are other categories of land that are defined in accordance with the law.</p> <p>The priority investment project includes the construction of of the bulk and general cargo terminal at the Port of Smederevo . In the environment of the Project in question there are no individual households. There are no high-density zones in the environment of the site. The project with the application of all measures of protection will have no negative effect on the life of the population from the wider environment. Effects that may arise as a result of construction, and which may have some impact in the social sphere, are positive effects in terms of opening up the opportunities for hiring a local workforce. There is no displacement of the population.</p>

<p>Rationale for location of proposed activity (e.g. socio-economic, physical-geographic basis)</p>	<p>The site for construction of the Bulk and General Cargo Terminal at the Port of Smederevo is located within the coverage of the Detailed Regulation Plan of the Town of Smederevo (DRP), which covers part of the riparian land and part of water area on the right bank of the Danube, about 4 km downstream of the Smederevo town centre. It is taking into consideration the existing economic situation as well as optimal engineering and geological conditions of construction and exploitation. There is no alternative site.</p>
<p>Time frame for proposed activity (e.g. start and duration of the construction and operation)</p>	<p>The beginning of the construction is expected for the end of 2018 if the conditions are fulfilled. The construction would take place in stages and last for 2 years.</p>
<p>Maps and other pictorial documents with the information on the proposed activity</p>	
<p>Additional information/comments</p>	
<p><b>(III) Information on the expected environmental impacts and proposed mitigation measures</b></p>	
<p>Scope of assessment (e.g. consideration of cumulative impacts, evaluation of alternatives, sustainable development issues, impact of peripheral activities, etc.)</p>	
<p>Expected environmental impacts of the proposed activity (e.g. types, locations, magnitudes)</p>	<p>Given the characteristics of the location, the capacity and the size of the project and the characteristics of the project's work, as well as compliance with the norms and standards for the subject matter in the analyzed zone and at the site, the impact during the regular work of the project will be negligible. Based on the Smederevo General Plan, the location in question is located in the industrial zone. Work of Terminal for General and Bulk Cargo - Luka Smederevo under normal conditions will not have a temporary or permanent impact on the environment and health of the population. During regular work, with respect to legal regulations and the application of measures to prevent, prevent, eliminate and minimize potentially adverse effects, the potentially adverse environmental impacts will be prevented and controlled.</p> <p>Possible impacts of the planned Environmental Project must be considered from all aspects in order to determine the possible extent and magnitude of the impact, complexity and probability, duration, frequency, and repeatability in the environment.</p> <p>Possible Impacts that need to be analyzed and considered are:</p> <ol style="list-style-type: none"> <li>a) during the realization of the Project,</li> <li>b) during the regular work of the Project,</li> <li>c) in case of termination of work of the Project:</li> </ol> <p>Impacts at the stage of preparation of the space for the intended purpose will not be significant considering the characteristics and scope of the required works. All works in the phase of preparation of the field and realization of the Project are short-lived, with no possibility of repetition.</p> <p>Impacts during the regular work of the Project may include potentially adverse environmental impacts that must be reduced to the limits of eligibility, while respecting the conditions and consent of the competent authorities, norms and standards of the activity concerned, the Laws and the mandatory implementation of the designated protection measures, in order to reduced to reversible, local influences, low environmental impacts.</p> <p>During the regular work of the Project, some of the following environmental impacts may occur:</p> <ul style="list-style-type: none"> <li>- dust emissions;</li> <li>- emission of gases (SO<sub>x</sub>, NO<sub>x</sub>, CO<sub>2</sub>);</li> <li>- generation of CCWs and water pollution;</li> <li>- soil contamination;</li> </ul>

- Noise and vibration.

Air protection is achieved by undertaking measures of systematic monitoring of air quality, reducing pollution of air polluting substances below prescribed limit values, undertaking technical and technological and other necessary measures to reduce emissions, as well as monitoring the impact of polluted air on human health and the environment, in accordance with the reference legal regulations: Law on Air Protection ("Official Gazette of RS", No. 36/09); Decree on the conditions for monitoring and air quality requirements ("Official Gazette of the Republic of Serbia" No. 11/2010 and 75/2010); Regulation on Limit Values of Emissions of Pollutants in the Air (Official Gazette of the Republic of Serbia, No. 71/2010).

Generation of the KCT is of a small intensity of local character, whereby the generated quantity is stored and disposed of by an authorized operator. The realization of the planned purposes implies the establishment of a waste management system both for the planned contents and for ship waste, which is extremely important from the aspect of water resources protection.

During the works, water blur is expected as well as increased sedimentation of the particles at the bottom, and these effects are local and time-limited. Water protection is avoided by undertaking measures of systematic monitoring of the quality of wading, by reducing pollution of water polluting substances below the prescribed limit values, undertaking technical and technological and other necessary measures for pollution reduction as well as monitoring the impact on human health and the environment, in accordance with the reference legislation.

Land contamination may occur during the construction of the planned contents. Land contamination in the regular work and in the conduct of port activities are not expected, as all manipulative and traffic surfaces will be under the concealment, and the project foresees the collection and treatment of all waste waters.

The project area is located in the narrow alluvial level of the Danube River. The terrain where the formation of the port area is planned represents a relatively flat plateau with a range of 70.25 to 75.50 m. Based on previous research, no modern geodynamic processes were recorded that would jeopardize the realization of the Project.

Since low traffic intensity is expected at the site, noise and vibration will have minimal local effects, so no significant environmental impacts will be expected in the location and immediate environment. Vehicle movement at the site will emit a (SO<sub>x</sub>, NO<sub>x</sub>, CO<sub>2</sub>) emission allowed concentrations.

The project with the application of all measures of protection will have no negative effect on the life of the population from the wider environment. Effects that may arise as a result of construction, and which may have some impact in the social sphere, are positive effects in terms of opening up the opportunities for hiring a local workforce. There is no displacement of the population.

The project area is sporadically covered with vegetation and with the remains of natural or nature of close forms of vegetation, degraded and endangered under the influence of various forms of activity. Based on the valorisation of the current situation, the recordings and analysis, it is concluded that there are no representatives of rare and endangered plant and animal species in the area concerned, nor of particularly valuable plant communities.

There is no impact of the Project on mineral potential. There is no significant impact of the Project on forest potential. The project will not disturb buildings of public importance. Based on data from the register of the Regional Institute for the Protection of Cultural Monuments of Smederevo in the observed area there are no registered and protected cultural assets, nor goods under previous protection. As the Project is located in the industrial zone, no visual pollution is expected or any other form of significant impact on the landscape.

The basic energy source will be electrically that will be used for the operation of equipment and assets, as well as for illumination of the facility according to the conditions of the competent power distribution company. Realization and regular work of the Project do not require the consumption of natural resources in quantities and volumes that require special evaluation and environmental impact assessment.

The project does not belong to projects of high capacity and size in terms of environmental pollution, and from that aspect it will not represent a significant factor of pollution and environmental threats in the environment, subject to controlled work and compliance with the conditions and consent of competent authorities, organizations and enterprises, and with the implementation of measures environmental protection and environmental monitoring.

	<p>In a wider context, realisation of this project achieve certain positive effects on the quality of the environment, as it will facilitate efficient and safe operation of the facility, and that the smaller identified potential negative impacts during construction will not burden the capacity of the space, especially if the defined protection measures are implemented in the implementation phase of the project. For these reasons, it can be concluded that the project cannot be considered as a significant environmental pollutant, that its implementation serves the basic principles of sustainable development and that it complies with the national priority. Taking all the previously stated into account, we find that the Project in question is fully acceptable from the point of view of possible environmental impacts.</p>
<p>Inputs (e.g. raw material, power sources, etc.)</p>	<p>For filling the territory of the Terminal, standard materials for filling, such as sand and gravel, are used, and a concrete curtain of sufficient capacity for this type of load is placed as a finishing layer. Sources of energy used in the construction and exploitation of the Terminal are the electricity generated through the electricity and transformer stations.</p>
<p>Outputs (e.g. amounts and types of: emissions into atmosphere, discharges into the water system, solid waste)</p>	<p>In terms of water pollution, negative temporary impacts are primarily expected during the construction of the harbor complex, as well as the filling of the port area. During work, water blurring and increased sedimentation of the particles at the bottom are expected, and these effects are local and time-limited.</p> <p>During the realization of the planned contents, which requires the use of certain mechanization, a negative impact on the air quality, which will be local and temporary, is expected, and is related primarily to the increased concentration of dust and exhaust gases. In terms of assessing the potential impact of the Project - it should be noted that from the aspect of air protection it is much more acceptable than the existing situation. will contribute to this kind of impact being negligible.</p> <p>Considering the categories of planned transport activities, different types of outgoing gases, vapor substances, particulate pollution emissions, ozone depleting substances, unpleasant odors and dust can be expected to occur. Emissions to the free atmosphere can not be made, that is, all emissions must be in accordance with legally prescribed limit values in accordance with the laws and regulations in the field of air protection (Law on Air Protection (Official Gazette of RS, No. 36/09 and 10/13) on the conditions for monitoring and air quality requirements (Official Gazette of the Republic of Serbia, No. 11/10, 75/10 and 63/13) and other by-laws.</p> <p>Land contamination can occur during the construction of planned contents and these impacts are local and temporary. Land exploitation is not expected during exploitation.</p> <p>A planned waste management solution will significantly lead to a reduction in environmental impact of waste.</p>
<p>Transboundary impacts (e.g. types, locations, magnitudes)</p>	<p>Adverse cross-border effects on nature parks at the territory of the neighbouring countries linked with the location:</p> <p>In the case of this Project there are specific concrete circumstances:</p> <ol style="list-style-type: none"> <li>1. It is represent the extension of the capacity Port of Smederevo that has been in operation for decades on the same location;</li> <li>2. The project "Extension of the Capacity of the Bulk and General Goods Terminal at the Port of Smederevo" means replacement of equipment and expansion of capacities without changing the purpose and function;</li> <li>3. Works will be carried out with the application of all preventive measures for environmental protection, which should limit possible negative impacts on the environment.</li> <li>4. Environmental factors considered in the Study are assessed as: small, local character and minimal spatial dispersion, temporary character;</li> </ol> <p>Although no possible cross-border impacts have been identified, the Study's authors consider that a neighboring country that has an interest in this project - Romania should be informed of all the above circumstances and facts in order to fully understand it in relation to this Study. None of the identified negative impacts present during construction and exploitation will not have any transboundary impact and, therefore, no impact on Romanian protected natural assets: Iron gates ROSC10206, Danube Course - Bazias - Iron Gates ROSPA0026, Mountains of Almajulul Lovci ROSPA0080. The Danube have huge flows and represent a natural barrier, so that the already low pollution during construction will be diluted very quickly and thus neutralized.</p> <p>No option of disposal and possible pumping of water from the landfill into the Danube River, the Danube River again with their enormous flow will prevent the impact on the protected natural resources located on the Romanian side. Planned works on the Project as well as its further exploitation will have no effect on the phytocenoses present on the territory of Romania, and with ihtolaun.</p> <p>All considered effects are rather small and it is unlikely to expect them to make an impact no</p>

	<p>more than 1 km beyond the site.</p> <p>Effects of the planned activities on the global climate and the ozone layer are expected to be negligible in terms of small amounts of pollutants to be discharged.</p>
<p>Proposed mitigation measures (e.g. if known, mitigation measures to prevent, eliminate, minimize, compensate for environmental effects)</p>	<p>By application of environmental protection measures the effects of negative trends identified in the area shall be adjusted in the direction of improving the quality of individual elements of the environment, and the application of all available instruments shall prevent their expansion outside of the established planned framework.</p> <p>Precise measures of environmental protection, in terms of air, water, soil, noise, waste shall be determined and verified in the process of elaboration of technical documentation and environmental impact studies.</p> <p>Protection measures during construction:</p> <ul style="list-style-type: none"> <li>- For the planned part of the complex, ensure the boundaries of the location where the works are planned;</li> <li>- Operational and operational transshipment areas in the port must have a non-slip base, efficient drainage of atmospheric waters, and be free from anything that could interfere with the normal operation and movement of people, vehicles and machinery;</li> <li>- The carrying capacity of the operational and working transshipment surfaces shall not be less than 6 t / m<sup>2</sup>, and shall conform to the quality of the portable storage and warehousing technology;</li> <li>- The area of Port Smederevo must be fenced and entered the port clearly marked and under constant supervision. The execution of works on the construction of buildings / surfaces, which may be threatened by the appearance of high waters, shall be carried out in the period of small waters.</li> <li>- Define measures for regulating the water regime in case of large water occurrences during the execution of works,</li> <li>- To ensure the locations of crossings of installations with water management facilities;</li> <li>- For the needs of landscaping and construction of the planned complexes, the necessary hydrotechnical solutions should be envisaged so as to provide protection against underground and atmospheric waters, taking into account the relevant filling areas of the ground;</li> <li>- Ensure that the system of drainage channels and facilities does not endanger the site;</li> <li>- It is necessary to anticipate additional filling of a large part of the area to the required angle for the purpose of flood protection, taking into account the criteria for protection facilities from large and centuries-old Danube waters, to an absolute 75.4 mm,</li> <li>- Hydro-building installations that make up the coastline, as well as operational and working transshipment surfaces, must be properly constructed and maintained in a technically and functionally sound condition;</li> <li>- it is forbidden to disposing of excavated material in the trough and on the banks of the channel and the Danube River, which can affect the flow of water and the water level,</li> <li>- It is forbidden to servicing of machinery and storage of oil and petroleum products on the construction site,</li> <li>- Supply of machinery with oil and oil derivatives to be performed on specially equipped surfaces, and in the case of oil and fuel leakage into the land, the contractor is obliged to interrupt works and perform remediation, i.e. remediation of the contaminated area,</li> <li>- The construction and other waste materials that are generated during the construction process are collected, sorted and postponed to the intended location, or provide recycling through a legal entity that has permission to operate this type of waste.</li> </ul> <p><b>Measures to apply during a regular operation:</b></p> <ul style="list-style-type: none"> <li>• each activity is to be planned and implemented in a way that represents the lowest risk to human health and the environment, and to this end during the regular operation of the project the best available technologies, techniques and equipment are to be applied;</li> <li>• all activities in the field of planning must provide a controlled discharge of waste water with the preliminary treatment to achieve the required level in accordance with the legislation, and according to the water conditions of the competent authority, in order to prevent contamination of underground waters and soil;</li> </ul>

- building materials and construction waste are to be properly stored at the location, on the impermeable surface within the building site area until they are to be used or handed over to a person who has permission to manage this type of waste;
- It is prohibited to discharge used waste water into the sewage system for atmospheric water;
- electrical installations must be executed in accordance with the Technical regulations for explosion protection;
- in case of spillage of fuel or other hazardous substances or in case of other types of accident-fire, project leader is obliged to take all necessary measures to eliminate the consequences of the accident, to take measures of recovery and rehabilitation of degraded environment and to inform the relevant authorities;
- for each type of waste the agreement on the handover of this type of waste is to be concluded with authorized organization with a permit for management of this type of waste (storage, treatment, disposal);
- in waste management, carry out the identification of waste by type of waste and sort waste according to the Waste Catalogue - collective list of non-hazardous waste;
- create spatial entities with a distinct areas for receiving, sorting and storage of all types of waste materials in places that are technically equipped and marked for the temporary storage at the location until further use or handover to the authorized operator who has a license for further handling with this type of waste;
- each time during the handover of secondary raw materials or other types of non-hazardous waste to an authorized operator, project leader is required to fill in the Document on the waste movement in accordance with the Regulations on the form of the Document on the waste movement and instructions for filling it in ("OI. Journal of RS", no. 72/09); 114/13
- project leaders which emit noise while performing their activities are responsible for any activity that causes a noise level higher than the prescribed limit values;
- ensure that the noise emitted from technical and other parts of the facility at the prescribed conditions of use and maintenance of devices and equipment does not exceed the prescribed limit values;
- all of the elements are to be examined in detail and elaborated in terms of protection of the environment when assessing the environmental impact;
- provide appropriate equipment, technical and technological solutions, which ensure that the emission of pollutants in the soil meets the prescribed limit values;
- in case of exceeding limit values of the level of pollutants in the air, measures need to be taken in order to reduce concentrations of pollutants to the prescribed values;
- general measure for improvement of limit values of pollutants in the air in project territory is making the area greener, in accordance with the other conditions of the highest standards, using decorative species of undergrowth (avoiding invasive, non-indigenous species and allergenic species); within the complex, wherever possible, indigenous decorative plant species are to be used for shade netting;
- when choosing the type of planting material species that are primarily resistant to air pollution, dust, dominant winds should be chosen;
- all natural areas are to be protected in their diversity, uniqueness, beauty and importance for the experience of area user, visitors and local residents;
- in order to mitigate the harmful consequences of realization of planning solutions to the environment and human health, environmental compensation measures are to be applied in order to mitigate the adverse consequences by determining the sites for development of new green areas on the basis of an assessment of probability, the scope and nature of possible adverse impacts of existing and planned contents to the environment; compensation of greenery should be done in such a way to contribute to the reduction of noise levels, emissions of pollutants and improvement of landscape characteristics of the area;
- for ensuring the adequate management of protection from accidents, it is mandatory to have contingency plan with measures for responding to the accidents;
- within metering and regulation stations there must be an appropriate fire protection system in accordance with the Law on Fire Protection (OI. Journal of RS<sup>2</sup> no. 111/2009 and 20/2016) and an approval from the Ministry of Internal Affairs of the Republic of Serbia to the document on fire protection must be obtained;



	<ul style="list-style-type: none"> <li>• appropriate certified equipment must be provided for fire protection;</li> <li>• fire-fighting equipment must be installed according to the disposition from the design to be delivered by the designer responsible for fire protection;</li> <li>• regular inspection of all fire-protection elements - equipment and installations is to be performed;</li> <li>• basic training of employees is compulsory as well as knowledge testing by an authorized institution or competent department in the company within the deadlines stipulated by the legislation;</li> <li>• all electrical appliances and equipment that are located in project area must comply with the standards for the fire protection;</li> </ul> <p>All the measures during construction and regular operation are to be carried out in accordance with current legislation.</p> <p>It is envisaged to establish environmental monitoring in the subject area. Monitoring objectives relate to:</p> <ul style="list-style-type: none"> <li>• monitoring the level of environmental pollution by analyzing the concentration of pollutants in individual elements of the environment, in accordance with standardized values and standards,</li> <li>• identification of sources of pollution or risk,</li> <li>• undertaking preventive measures in segments important for the protection of the environment from pollution,</li> <li>• monitoring trends of concentrations of pollutants,</li> <li>• Evaluation of long-term trends,</li> <li>• providing data for decision-making on emission and emission reduction,</li> <li>• assessment of the population's exposure,</li> <li>• Informing the public and</li> </ul> <ul style="list-style-type: none"> <li>• monitoring the impact of the measures taken on the level of environmental pollution.</li> </ul>
Additional Information/comments	<p>The project "Extension of the Capacity of the Bulk and General Goods Terminal at the Port of Smederevo" is possible, environmentally acceptable and sustainable with respect to legal regulations and measures of prevention, removal, prevention and minimization of potentially adverse impacts.</p> <p>The project "Extension of the Capacity of the Bulk and General Goods Terminal at the Port of Smederevo" does not belong to projects of high capacity and size in terms of environmental pollution, and from that aspect it will not represent a significant factor of pollution and environmental threats in the environment, subject to controlled work and compliance with the conditions and consent of competent authorities, organizations and enterprises, and with the implementation of measures environmental protection and environmental monitoring.</p>
(iv)	
Name, address, telephone and fax numbers	<p>Ministry of construction, transport and infrastructure Republic of Serbia, 11000 Beograd, 22-26 Nemanjina st.</p>
(v)	
Is the EIA documentation (e.g. EIA report or EIS) included in the documentation?	EIA for the considered Project is in the process of approval with the Authorities
If no/partial, description of additional documentation to be forwarded and (approximate) date(s) when documentation will be available	

Additional information/comments	
2.	
(i)	
<p>Authority responsible for coordinating activities relating to the EIA (refer to decision I/3, appendix) - Name, address, telephone and fax numbers</p>	<p>Ministry of construction, transport and infrastructure Republic of Serbia, 11000 Beograd, 22-26 Nemanjina st. Contact person: Veljko Kovacevic Tel: +381 11 361 9491 GSM: +381 61 720 2424 E-mail: veljko.kovacevic@mgsi.gov.rs</p>
List of affected Parties to which notification is being sent	Romania
(ii)	
<p>Authority responsible for coordinating activities relating to the EIA (refer to decision I/3, appendix) - Name, address, telephone and fax numbers</p>	
<p>Decision-making authority if different than authority responsible for coordinating activities relating to the EIA - Name, address, telephone and fax numbers</p>	<p>Republic of Serbia Ministry of Agriculture and Environment of the Republic of Serbia Environmental Impact Assessment Department  1 Omladinskih brigada St. 11070 Novi Beograd</p>
3.	
(i) Information on the EIA process that will be applied to the proposed activity	
Time schedule	<p>- Application procedure for determining the scope and contents of the Environmental Impact Assessment (EIA) Study of the project "Extension of the Capacity of the Bulk and General Goods Terminal at the Port of Smederevo", by the ministry in charge for environmental issues, according to the Environmental Impact Assessment Law (Official Gazette RS, No. 135/04, 36/09) - Finally, approval process for the study needs to be conducted, involving stakeholder engagement, when all interested organizations, authorities and the public may review and provide their opinion to the study - The precise timeframe may not be defined at this time</p>
Opportunities for the affected Party or Parties to be involved in the EIA process	
Opportunities for the affected Party or Parties to review and comment on the notification and the EIA documentation	
Nature and timing of possible decision	

Process for approval of the proposed activity	
Additional information/comments	
<b>4. INFORMATION ON THE PUBLIC PARTICIPATION PROCESS IN THE COUNTRY OF ORIGIN</b>	
Public participation procedures	Under the Environmental Impact Assessment Law (Official Gazette RS, No. 135/04, 36/09), all stakeholders (authorities, organizations and the public) may review and provide their opinion during the entire environmental impact assessment procedure, from the time of application for determining the scope and contents of the EIA Study until its approval by the ministry in charge for environmental protection. All stakeholders may review the application and the EIA study, according to the Law, for 20 days from the date of publication of the application and the EIA Study
Expected start and duration of public consultation	Precise dates may not be provided at this time
Additional information/comments	
<b>5. DEADLINE FOR RESPONSE</b>	
Date	30 days after receiving the notification by the affected party