

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

1. INFORMATION ON THE PROPOSED ACTIVITY

(i) Information on the nature of the proposed activity

Type of activity proposed

It is the reconstruction and modernization of the existing railway line.

Is the proposed activity listed in Appendix I to the Convention?

Yes No

Scope of proposed activity

It is a line for railway traffic from the exit of freight station in Subotica to the Hungarian border (Horgoš).

Scale of proposed activity

The total length of the line, which is necessary to reconstruct is 26.62 km. The railway is single-track and non-electrified.

Description of proposed activity

Railway should be electrified, traction system 25 kV and 50 Hz. Reconstruction of the railway for the axial load D4, with a gauge UIC-C for electrified railway. The works will mainly consist of earthworks, excavation and embankment and replacement of the superstructure - ballast (crushed stone volcanic origin), rail (60E1 and 49E1), elastic fastening rail system and concrete sleepers. Width of the formation will be increased to 7.0 m. Differences in elevation of the upper edge of the track in the existing and reconstructed state will be maximum 0.5m.

Reconstruction of establishments in accordance with technological requirements, the needs of railway stations gravitational area and local conditions in the area concerned.

Description of purpose of proposed activity

Railroad Szeged - Roszke - Horgoš - Subotica is a cross-border railway link between regional centres in the border area of the territory of Serbia, and Hungary. The project involves the upgrading and rehabilitation of existing sections in Serbia and Hungary, with a total length of about 40 km. The project is the first element of a future East-West railway corridor between the corridors IV, V, VII and X. As part of the international corridors, the line would create new potentials for long-distance transport

Rationale for proposed activity

The project will improve level of service of the rail-bound public transport and the railway freight transport along the selected line alignment and increase accessibility of jobs and labour in the economic centres by public transport.

Additional information/comments

(ii) Information on the spatial and temporal boundaries of the proposed activity

Location+



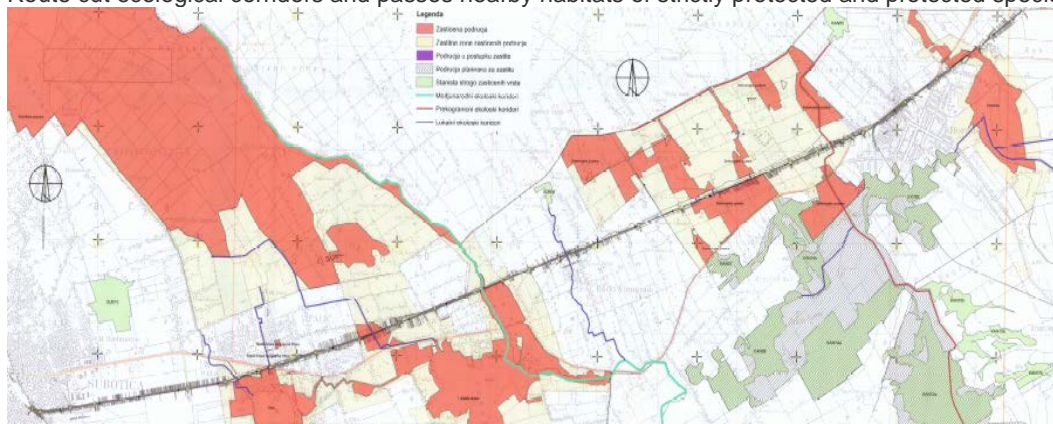
Description of the location (e.g. physical-geographic, socio-economic characteristics)

It is a level line. The project activities are carried out within the existing railway corridor. The railway starts from "Subotica Fright Station". First part of the railway goes through the city of Subotica, and further the railway passes near orchards, vineyards and fields. Intersect with the highway E-75 and mostly goes parallel to it. Official places of the railway are "Subotica Public Warehouses" (industrial track and standing

halt), Palić (station), Hajdukovo (standing halt), Bački Vinogradi (junction) and Horgos (station). All official places remain at existing locations.

Rationale for location of proposed activity (e.g. socio-economic, physical-geographic basis)

Any alternative route of this railway would lead to the cutting of protected areas. The route of the railway line passes through the nature reserve "Selevenjske pustare" touches Special Nature Reserve "Ludoško jezero" national park "Palić", passing by Landscape of exceptional characteristics "Subotička peščara." Route cut ecological corridors and passes nearby habitats of strictly protected and protected species.



Time-frame for proposed activity (e.g. start and duration of construction and operation)

Project should be completed within a period of three years, and operation should start from year 2019.

Maps and other pictorial documents connected with the information on the proposed activity

Additional information/comments

(iii) Information on expected environmental impacts and proposed mitigation measures

Scope of assessment (e.g. consideration of: cumulative impacts, evaluation of alternatives, sustainable development issues, impact of peripheral activities, etc.)

Expected environmental impacts of proposed activity (e.g. types, locations, magnitudes)

During the execution of works on the reconstruction and modernization will be negative impacts on soil, water and air, and during the operation of the railway, as it will be electrified, it will be a better condition of environmental parameters than now. It will eventually intensify impact of noise and vibration due to increased rail traffic (larger number of trains than before).

Impacts on the population are enduring positive and negative impacts. Opens the possibility for faster travel to alternative views of transport compared to road transport, tourism opportunities are increasing, create new jobs, there will be a stronger settlement areas around the railway line which would have a detrimental long-term effects on the environment.

Near the railway is located four immovable cultural property - the building of railway stations - two cultural monuments and two cultural properties which shall enjoy special protection. The project will be complied with prescribed protection measures.

Inputs (e.g. raw material, power sources, etc.)

Land – excavation, embankments

water - will be required during the construction

stone, gravel, sand - will be used during construction

forests, wood - will not be necessary

energy - electricity, liquid fuels for machinery during construction

Outputs (e.g. amounts and types of: emissions into the atmosphere, discharges into the water system, solid waste)

During the works with heavy machinery will be air pollution, silt into watercourses. Protective measures will be implemented against soil pollution. During the exploitation shall not be emissions of pollutants.

In the project area, rainwater is to be collected from the paved areas (platforms of stations, roof of establishments) and from the railway beds. Rainwater from the railway beds will be collected by superstructure drain. On the open tracks, the rainwater is collected in open drains and leaked into the soil or it will be discharged into the closest watercourse. In railway stations, the rainwater can be directed into the urban rainwater network. From the paved areas in the stations only clean rainwater will be conveyed to the network, significant pollution of the rainwater collected from the superstructure drain is not

expected.

Existing waste from the vicinity of railroad should be removed before start of works. During the construction process, special attention should be paid to the collection and continuous removal of generated waste.

The amount of waste that will arise during railroad operation is hard to predict, but should pay attention to its disposal in accordance with regulations.

Transboundary impacts (e.g. types, locations, magnitudes)

There are no settlements near the border. There are no protected areas near the border. Only in the case of an accident.

Proposed mitigation measures (e.g. if known, mitigation measures to prevent, eliminate, minimize, compensate for environmental effects)

Technical measures will be implemented that reduce the effects of noise, vibration and pollution of the elements of the ecological network. In protected areas and their protection zones shall not be borrow pits, waste disposal or placing any object for the purpose of execution of works, parking and vehicle servicing and refuelling. Special attention will be given to the technical measures to ensure the passage of small animals under the railway.

Additional information/comments

(iv) Proponent/developer

Name, address, telephone and fax numbers

Dragan Milić

CeS COWI d.o.o.

Južni bulevar 1A

Tel 011/3835-040

Fax 011/3835-037

Email aajc@cescowi.rs

(v) EIA documentation

Is the EIA documentation (e.g. EIA report or EIS) included in the notification?

Yes No
Partial

If no/partial, description of additional documentation to be forwarded and (approximate) date(s) when documentation will be available

For now, the EIA is partially completed. It will be completed by November 10.

Additional information/comments

2. POINTS OF CONTACT

(i) Points of contact for the possible affected Party or Parties

Authority responsible for coordinating activities relating to the EIA (refer to decision I/3, appendix)

- Name, address, telephone and fax numbers

List of affected Parties to which notification is being sent

Hungary Ministry of Environmental protection

(ii) Points of contact for the Party of origin

Authority responsible for coordinating activities relating to the EIA (refer to decision I/3, appendix)

- Name, address, telephone and fax numbers

Ministry of agriculture and environmental protection

Nemanjina 22-26

11000i Beograd

Tel: +381 (0)11 260 79 60 Fax: +381 (0)11 260 79 61

Decision-making authority if different than authority responsible for coordinating activities relating to the EIA

- Name, address, telephone and fax numbers

3. INFORMATION ON THE EIA PROCESS IN THE COUNTRY WHERE THE PROPOSED ACTIVITY IS LOCATED

(i) Information on the EIA process that will be applied to the proposed activity

Time schedule

Study to be completed by November 10. To obtain the scope and content up to 17 November. To be submitted to the procedure of approval by November 20.

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 the possible decision

Process for approval of the proposed activity

Additional information/comments

4. INFORMATION ON THE PUBLIC PARTICIPATION PROCESS IN THE COUNTRY OF ORIGIN

Public participation procedures

Expected start and duration of public consultation

Starts at the beginning of the next week. Duration is 15 days.

Additional information/comments

5. DEADLINE FOR RESPONSE

Date

28.11.2014