

**NOTIFICATION  
OF A POTENTIALLY AFFECTED PARTY REGARDING THE PROPOSED ACTIVITY  
IN ACCORDANCE WITH ARTICLE 3 OF THE ESPOO CONVENTION ON  
ENVIRONMENTAL IMPACT ASSESSMENT IN A TRANSBOUNDARY CONTEXT**

<b>INFORMATION ON THE PROPOSED ACTIVITY</b>	
<b>Information on the nature of the proposed activity</b>	
<b>Type of activity proposed</b>	Planned activity title: <i>Extension of the universal pier on the Danube River in Giurgiulesti International Free Port (GIFP), Cahul district, Giurgiulesti village</i>
<b>Is the proposed activity listed in Appendix I of the Convention?</b>	The planned activity is listed in Annex I to the Convention, point 9, and falls under annex no. 1, point 8, lit. b) to the Republic of Moldova Law no. 86/2014 regarding environmental impact assessment.
<b>Scope of the proposed activity (e.g., main activity and any/all peripheral activities requiring assessment)</b>	<p>The planned activity <i>Extension of the universal pier on Danube River in Giurgiulesti International Free Port (GIFP), Cahul district, Giurgiulesti village</i>, will be implemented to urgently facilitate the traffic of grain and other industrial goods in the context of the emergency related to the war in Ukraine.</p> <p>The implementation of the planned activity involves the following main stages:</p> <p>Stage 1:</p> <ul style="list-style-type: none"> <li>- Construction of a 100 m long bank reinforcement wall (quay), fitted with a technological platform, office, changing room, lavatory, warehouse, mooring bollards, truck weighbridge, and railway weighbridge for reception, storage, and delivery of goods;</li> </ul> <p>Stage 2:</p> <ul style="list-style-type: none"> <li>- Construction of two-grain silos (2x6000 tons) fitted with truck weighbridge railway weighbridge for reception, storage, and delivery of goods.</li> </ul> <p>The Giurgiulesti International Free Port (GIFP) is the only sea/river-borne transshipment and distribution point to and from the Republic of Moldova. GIFP can receive both river and sea vessels.</p> <p>At the same time, GIFP is a multi-modal logistics hub granting access to international road transportation and both wide gauge and standard gauge railway connections. GIFP has five terminals: an oil terminal, two-grain terminals, and two general cargo terminals suitable for the transshipment of dry bulk cargo, general cargo, and containers.</p> <p>The proposed <b>planned activity</b> is an extension of the capacity of the existing general cargo terminal at GIFP and will allow for the transshipment of dry bulk cargo, general cargo, and containers. It will be located between two terminals, which have been operating since 2007, directly at the confluence of the Prut and Danube rivers (see the enclosed plan).</p>

	<p>The activity <i>Extension of the universal pier on the Danube River in Giurgiulesti International Free Port (GIFP), Cahul district, Giurgiulesti village</i>, was included in the Environmental Impact Assessment documentation prepared in 2007.</p> <p><b>The proposed activity does not involve territorial expansion but the expansion of operations through the bank reinforcement construction to allow for the laying of the technological platform and the construction of two-grain silos, as mentioned above.</b></p>
<p><b>The scale of the proposed activity (e.g., size, production capacity, etc.)</b></p>	<p>The transshipment capacity of the 100m quay will be around 750,000 tons per annum, depending on the type of cargo. The vast majority of the transshipment volume will include the export of grain originating from Moldova and Ukraine. Thus, the extension of the quay will facilitate and fluidize the traffic of grain and other industrial goods in the context of the emergency related to the war in Ukraine.</p> <p>The land area is 1.391 ha, and the land area for construction is 5141 m<sup>2</sup>, with the land occupation rate being 36.95%.</p> <p>The capacity of the riverboats and vessels could be from 500 tons to 10 000 tons.</p> <p>For loading and unloading grain and other general cargoes onto/from ships, transshipment from trucks or rail wagons onto ships and vice versa is planned.</p> <p>The access roads for truck transport are already operational and is used over the entire GIFP.</p>
<p><b>Description of the proposed activity (e.g., the technology used):</b></p>	<p>For the reinforcement of the 100m bank and the full extension of the quay platform, the planned activity will include the construction of a bank retaining wall made of metal sheet piling. At the top, the construction will have a monolithic grating jointly structured of concrete and metal. The whole construction will be anchored with metal structures to secure the wall. Excavation of the embankment and compaction in accordance with the standards for such constructions will be provided.</p> <p>The technological platform will suit a heavy-duty mobile crane and a wide gauge railway line along the quay.</p> <p>Shoreline reinforcement and resistance constructions will be provided on the quay platform/land, including "bollards" for mooring ships and barges. The platform will be fitted with an office, a changing room, a lavatory, a "hangar" type warehouse, a 60-tonne capacity truck weighbridge and a 150-tonne capacity railway weighbridge, two-grain silos with a capacity of 6000 tonnes each, equipped with loading and unloading equipment, railway line, road accesses to and from the terminal, wagon unloader, a Sennebogen 6200 crane.</p>
<p><b>Description of the purpose of the proposed activity:</b></p>	<p>The transshipment capacity of the existing general cargo terminal on the existing quay is fully exploited, and clients' demand for further transshipments cannot be fulfilled. The situation became more complicated due to numerous requests from clients from Ukraine. With the extension of the given quay by 100m at GIFP, an increasing number of Moldovan and Ukrainian importers and exporters will benefit from additional and cost-effective transshipment opportunities, which can be</p>

	used for the export of grains and seeds and the import and export of other commodities.
<b>The rationale for the proposed activity (e.g., socio-economic, physical geographic basis)</b>	The quay extension will provide new transshipment capacities, facilitating the export of Moldovan goods and the import of goods to Moldova. In addition, it provides for a more efficient export supply chain of Ukrainian goods (e.g., grain) and can facilitate the import of required commodities to Ukraine. Thus, exports contribute to the national income, while imports provide access to essential products. Of particular importance is that grain exports contribute to global food supplies.
<b>Additional information/comments</b>	Increasing port capacity, including exports to and from Ukraine, is inevitable at a turning point in regional food and energy security <sup>1</sup> .
<b>(ii) Information on the spatial and temporal boundaries of the proposed activity</b>	
<b>Location:</b>	The planned activity is proposed to be implemented on the territory of Giurgiulesti International Free Port located in the village of Giurgiulesti, Cahul district, on the maritime section of the Danube River, at km 133.8 on the Danube / maritime mile 72.2. GIFP coordinates: latitude 45° 28' 12" N and longitude 28° 12' 36" E.
<b>Description of the location (e.g., physical-geographic, socio-economic characteristics)</b>	<p>The planned activity is part of the territory of Giurgiulesti International Free Port, with an area of 1.391 ha. It is located on the bank area at the confluence of the Danube and Prut rivers between an existing terminal at the Danube river and another existing terminal at the Prut river. The location of GIFP is chosen because it is the only point linking Moldova with the Danube River and the Black Sea.</p> <p><b>The area's relief consists of plains and hills with an altitude of up to 250m</b>, continuously decreasing in the longitudinal section from the North in the South and South-West directions. The Lower Prut Plain is a wide valley crisscrossed by valleys and slopes, subject to active erosion and landslide processes.</p> <p><b>Soils.</b> A particular complex of alluvial soils – marsh and meadow soils – has formed in the floodplain of the Prut.</p> <p><b>Forest vegetation.</b> There is no forest vegetation at the Giurgiulesti International Free Port site.</p> <p><b>Climate.</b> The region is the hottest and most arid in the country, with daily temperatures 2-3 degrees higher than in other areas. The climate is characterized by many sunny days – about 190 days annually or 2354 hours of daylight annually. The amount of rainfall throughout the year is uneven, with frequent droughts. In recent years, desertification, the high frequency of natural hazards, and increased climate variability have been observed.</p> <p><b>River basin.</b> Giurgiulesti International Free Port is located in the Danube-Prut-Black Sea hydrographic basin.</p> <p><b>Population.</b> According to census data, the population of Giurgiulesti village is 2,866 inhabitants.</p>

<sup>1</sup> <https://www.ebrd.com/news/2022/moldovas-strategic-danube-port-offers-a-lifeline-for-ukraine.html>

<p><b>The rationale for the location of the proposed activity (e.g., socioeconomic, physical-geographic basis)</b></p>	<p>Giurgiulesti International Free Port has been operational since 2007. The location of the planned activity allows for serving maritime vessels up to 7 m draft, which is the maximum permissible draft on the Danube River in the vicinity of the territory of the Republic of Moldova. In economic terms, vessels with such draft provide for optimized freight rates and therefore ensure the most favorable transportation costs.</p> <p>This is the only place where the necessary depth of 7m draught is ensured, to which maritime vessels can berth, and this 100m stretch is one of those planned in 2007 for construction.</p>
<p><b>Time frame for proposed activity (e.g., start and duration of construction and operation)</b></p>	<p>The beginning of work is planned for spring 2023. The start of operations on the given portion of the quay is scheduled for late summer 2023.</p>
<p><b>Maps and other documents regarding the proposed activity</b></p>	<p>Maps and other illustrative documents related to the proposed activity are provided in Annex I to this notification.</p>
<p><b>Additional information/comments</b></p>	<p>-</p>
<p><b>(iii) Information on expected environmental impacts and proposed mitigation measures</b></p>	
<p><b>Scope of environmental impact assessment (EIA) (e.g., consideration of cumulative impacts, evaluation of alternatives, sustainable development issues, the impact of peripheral activities, etc.)</b></p>	<p>The impact of the construction of the universal pier in the Giurgiulesti International Free Port was assessed in 2007 in the Environmental Impact Assessment (EIA) framework for the cargo and passenger terminal. The EIA documentation was prepared by the Dutch companies Wittiveen+Bos and Bureau Waardenburg in collaboration with the Moldovan design institute IP "Acvaporiect".</p> <p>The notification of the potentially affected parties of the intention to build the Giurgiulesti International Free Port was carried out in 2007. The construction period lasted several years, according to the investments made. Currently, the design and construction work for the proposed activity <i>Extension of the universal pier on the Danube River in Giurgiulesti International Free Port (GIFP), Cahul district, Giurgiulesti village</i>, have been initiated.</p> <p>Also, the planned activity will be developed based on the 2007 Report and other current information in an EIA report separately.</p>
<p><b>Expected environmental impacts of the proposed activity (e.g., types, locations, magnitude)</b></p>	<p>The 100m section planned for the quay extension is located within the industrial area of the Port of Giurgiulesti (since 1996), which includes the oil terminal, the passenger terminal, and the universal general cargo quay.</p> <p>The projected environmental impact of the proposed activity at the:</p> <p><b>A. Construction Phase:</b></p> <ul style="list-style-type: none"> <li>- The impact on the population and human health is considered insignificant, as the quay is located at a distance of more than 1500 m from residential houses in Giurgiulesti village;</li> <li>- Impact on fauna and flora, biodiversity (state-protected natural areas) – Protected habitats and species on the territory of the planned activity are not affected by the proposed activity;</li> </ul>

- The impact on land and soil – The impact on soil quality, bank condition, and sediment quality has been assessed as beneficial, as constructing the quay wall will stop the bank erosion. The soil in the given territory is not contaminated, and the embankment works will not affect the environment in any way. The sediments are classified into categories 1 and 2, meaning that the sediment can be used on the planned activity territory for raising the ground level. The construction of the quay wall at the projected sea cargo berth along the Danube will stop erosion at the berth. This will reduce the natural erosion process at the outer bend of the Danube River in the vicinity of Moldova. Overall, this impact is considered insignificant;
- The impact on water quality in the Danube and Prut rivers will not be influenced as no direct discharges are planned. Water quality is monitored every month by the Environmental Agency Reference Laboratory. The results of the laboratory tests show the water quality. Water samples will also be taken during the construction period and will be monitored continuously. The results of the recent laboratory tests are attached. (Annex 1)
- The air impact during the construction period will come from liquid fuel engines considering the use of high-quality petrol or diesel (lead-free and low sulfur). However, the construction period will be of short duration, and the impact will be insignificant. Considering the scale of the planned activity and advanced technologies, no impact on climate is expected;
- Noise and vibration impact – During the construction period, the primary source of noise will be the placement of the sheet pile screen and the use of the pile driver. Noise generation will not be long-lasting.
- Impact on physical assets, cultural heritage, and landscape – No impact is foreseen as the planned activity is located in an existing industrial area, which is not related to cultural heritage and landscape.

**B. Operating Stage:**

- Impact on the population and human health – The activity of the port itself does not imply any inconvenience to the population or any deterioration in the health of citizens;
- Impact on fauna and flora, biodiversity (state-protected natural areas) – The impact is considered to be minor. The impact on rare species of European ground squirrel and otter (*Lutra lutra*) at (local) scale will be limited;
- Impact on land and soil – Due to the pavement and drainage system and the nature of the cargo, soil and groundwater will not be influenced by the port activities;
- Impact on water quality and water quantity regime – Not foreseen. GIFF has an environmental quality management plan, coordinated with the Moldovan Southern Environmental Agency every year following the current legislation;
- Impact on air, climate – In compliance with the pollutant emission regulations laid down in the environmental permits;
- Noise and vibration impact - The contour diagram shows that during the entire port operation phase, the noise from the operating cranes, trucks, and equipment for loading/unloading grain and general cargo (including

	<p>the 100m section of the planned quay) is 50-60 dB (A). This is within the statutory permissible limit, which is dispersed at a distance of 220-250m;</p> <ul style="list-style-type: none"> <li>- Impact on physical assets, cultural heritage, and landscape – Changes in the landscape in connection with the port development are characterized as moderate. Changes occur at a local scale. The territory has already been changed since 1996 and is an area operated by the Giurgiulesti International Free Port, with crucial strategic activity being carried out for the benefit of the country's economy;</li> <li>- Impact caused by possible accidents – These accidents may have a cross-border impact. In order to minimize the effects of accidents, the port follows strict rules and implements protection measures against accidental pollution. Vessel traffic in the area is not heavy, and only one vessel can berth at a quay for operation while the other vessels are anchored outside the maneuvering area.</li> </ul> <p><b>C. Closure Phase:</b> There are no plans to demolish the construction. The given section is part of the functional quay and will remain on the site as a general cargo and grain storage platform.</p>
<p><b>Inputs (e.g., raw material, power sources, etc.)</b></p>	<p>The implementation of the planned activity requires the special use of natural resources (stone, sand, gravel, water, etc.) in accordance with the rules and standards envisaged for facilities and infrastructure development.</p> <p>The use of water, energy sources, and fuel for construction is not a significant factor to consider.</p> <p>Power supply – GIFP already has the infrastructure in place. Electricity will be used for some electrical equipment used in construction, but the amount is insignificant for the planned activity. The Port has a 110kV electrical transformer station.</p> <p>At the construction stage – Fuel (diesel) for trucks, barges, and machinery will be used according to the needs foreseen and calculated by the planned activity designers.</p> <p>At the operation stage – <i>Water supply for domestic, fire-fighting needs</i> – The port has a fire-fighting system, pumps and a station pumping water from the water stock for the fire-fighting system; <i>Water supply</i> – The port has two artesian wells with a pump flow of 5.3 m<sup>3</sup>/h, which are operated under the special water use permit issued by the Environmental Agency.</p>
<p><b>Outputs (e.g., amounts and types of: discharges in air, discharges into the water system, solid waste)</b></p>	<p>Carrying out the planned activity and operational works will result in air emissions generation of additional household and construction waste, which is not considered to have a significant impact and will be evacuated/stored on authorized sites on a contract basis.</p> <p><i>Air emissions (transport, construction machinery)</i> will be described in detail in the EIA report, especially for the construction phase. Consideration will be given to the duration of the operating time and operational time of equipment used per engine / per day / per year over</p>

	<p>the planned activity period. The minimum scenario is considered to be 22% of the maximum scenario (24 hours and 7 days per week). The consequences are insignificant in comparison to the overall Port activity. The EIA report will contain an analysis of the cumulative consequences of the impact of the proposed activity on the environment.</p> <p>Domestic wastewater shall be evacuated through the existing sewage system, including a Topaz-75 biological treatment plant. Storm wastewater is discharged from the territory of GIFP through a sewage network at the SEIM-20 treatment plant. The wastewater quality is being monitored based on the contract with the environmental authorities. After treatment, the wastewater is discharged through a sewage network into the Danube river.</p> <p><i>Deepening works, dredging of sediments (deregulation of natural ecosystems, benthos, water turbidity, etc.).</i> The given section is part of the existing terminal of the operating port, where dredging is carried out in accordance with the legislation in force so as to maintain the channel at the given depth for safe navigation purposes.</p> <p>Solid household waste is not expected in large quantities at the construction stage. The port has a contract with the municipality of Giurgiulesti for the delivery of solid household waste. The construction waste will be disposed of at authorized waste disposal sites.</p> <p>The material from dredging activities can be transported with a drilling barge to the nearest site with river depressions or discharged onto eroded, degraded land in nearby villages.</p> <p><b>Operational phase:</b></p> <p><i>Emissions into the air (maritime vessels, car transport).</i> Based on the information contained in the EIA report (2007), where maximum values were modeled, the air quality impact is calculated at the level of 2.0 m above the land surface (based on the Dutch LTFD air model). Maximum air pollutant concentrations are calculated for several distances from the planned activity pollution sources.</p> <p><i>Sewage, storm water disposal.</i> The port has a stormwater treatment plant (SEIM-20) and a sewage treatment plant (Topaz-75). After treatment, the wastewater is discharged into the Danube river.</p> <p>Solid household waste is evacuated to the authorized dumping site of Giurgiulesti village. The Giurgiulesti International Free Port has a contract with the Giurgiulesti village hall for the evacuation of solid household waste.</p> <p><i>Waste from ships.</i> Small quantities of household waste are received from ships and are also evacuated to the dumping site of Giurgiulesti village.</p>
<p><b>Transboundary impacts (e.g., types, locations, magnitudes)</b></p>	<p>The transboundary impact is considered to result from the eventual pollution of the Danube watercourse in accident situations. GIFP has a HAZID Study elaborated for the oil terminal and the entire port over the construction and operation period.</p>

	GIFP has a contingency plan, coordinated and tested with neighbouring countries (Romania and Ukraine) in cooperation with the Secretariat of the UNECE Convention on Transboundary Effects of Industrial Accidents, developed within the project <i>Hazard and Crisis Management in the Danube Delta</i> , which can be accessed at the following link: <a href="https://unece.org/fileadmin/DAM/env/documents/2015/TEIA/Assistance_Programme/Evaluation_report_-_final_29_Oct_clean.pdf">https://unece.org/fileadmin/DAM/env/documents/2015/TEIA/Assistance_Programme/Evaluation_report_-_final_29_Oct_clean.pdf</a> .
<b>Proposed mitigation measures (e.g. if known, mitigation measures to prevent, mitigate, minimize, compensate for environmental effects)</b>	The Study on Environmental Impact Assessment describes concrete environmental protection measures as follows: <ul style="list-style-type: none"> <li>- <i>Measures defined by environmental laws, standards, and regulations</i> – Giurgiulesti International Free Port has established a plan of measures for environmental protection;</li> <li>- <i>Measures for environmental protection during the implementation/construction of the planned activity</i> – Compliance with the provisions and measures for cleaning the territory from construction materials;</li> <li>- <i>Measures for environmental protection during the regular operation of the Port</i> – An Environmental Protection Management Plan has been developed for GIFP in coordination with Cahul Environmental Protection Inspectorate;</li> <li>- <i>Accident prevention measures</i> – A HAZID study has been elaborated, covering all possible scenarios and detailed descriptions of measures for each possible accident scenario at GIFP.</li> </ul> <p>Closure phase – Not relevant. No demolition or destruction of the construction is foreseen.</p>
<b>Additional information/comments</b>	-
<b>(iv) Initiator/holder of EIA documentation:</b>	
<b>Name, address, telephone and fax numbers:</b>	ICS Danube Logistics SRL Office 9 Mihai Eminescu Str., Chişinău MD-2009, Republic of Moldova <b>Giurgiulesti International Free Port (GIFP),</b> Giurgiulesti village, Cahul district MD-5318, Republic of Moldova Email: <a href="mailto:info@danlog.md">info@danlog.md</a> ; Tel: +373 22 999 225; Fax: +373 22 999 226
<b>(v) EIA documentation</b>	
<b>Is the EIA documentation (e.g., EIA report or EIS) included in the notification?</b>	The Environmental Impact Assessment documentation is not enclosed to the notification. The Environmental Impact Assessment documentation for the cargo and passenger terminal at Giurgiulesti International Free Port was prepared in 2007. An additional update for the current extension will be developed as well.
<b>If no/partially, description of additional documentation to be</b>	The Environmental Impact Assessment documentation for the cargo and passenger terminal at Giurgiulesti International Free Port prepared in



forwarded and (approximate) date(s) when documentation will be available	2007 will be updated. In accordance with the national procedure, a programme for carrying out the environmental impact assessment will be prepared and submitted to the responsible authorities.  It is expected to be available at the beginning of 2023.
List of affected parties to which notification is being sent	Romania Ukraine
<b>2. POINTS OF CONTACT</b>	
<b>(i) Point of contact for the possible affected Part or Parties:</b>	
Authorities responsible for coordinating activities relating to the EIA (name, address, telephone and fax numbers)	Ukraine Ms. Maryna Shymkus Director of the Department of Environmental Assessments Ministry of Environmental Protection and Natural Resources of Ukraine 35 Mytropolyyta Vasylya Lypkivskogo Str. Kyiv 03035 Telephone: +380 44 206 31 13 E-mail: <a href="mailto:espoo.nfp@mepr.gov.ua">espoo.nfp@mepr.gov.ua</a> <a href="mailto:shymkus.m@mepr.gov.ua">shymkus.m@mepr.gov.ua</a>
<b>(ii) Points of contact for the Party of origin</b>	
Authorities responsible for coordinating activities relating to the EIA (refer to Decision I/3, appendix) Name, address, telephone and fax numbers	Republic of Moldova Ms. Maria Nagornii Head of Pollution Prevention Policy Directorate Ministry of Environment 162 Ștefan cel Mare și Sfânt Blvd. MD-2005 Chișinău Email: <a href="mailto:maria.nagornii@mediu.gov.md">maria.nagornii@mediu.gov.md</a> Tel: +373 22 204571 <a href="mailto:cancelaria@mediu.gov.md">cancelaria@mediu.gov.md</a>
Decision making authority if different than authority responsible for coordination activities relating to the EIA (name, address, telephone and fax numbers)	According to the national EIA legislation, the competent decision-making authority is the Environmental Agency. Environmental Agency Address: 38 Albișoara str., Chișinău, MD-200 Tel: +373 22 820770 Email: <a href="mailto:am@am.gov.md">am@am.gov.md</a>
<b>3. INFORMATION ON THE EIA PROCESS IN THE COUNTRY WHERE THE PROPOSED ACTIVITY IS LOCATED</b>	
<b>(i) Information on the EIA process that will be applied to the proposed activity</b>	
Time schedule:	Approximately 3-4 months.

<b>Opportunities for the affected party/parties to be involved in the EIA process</b>	Following notification, the affected party may decide to participate in the EIA procedure.
<b>Opportunities for the affected party/parties to review and comment on the notification and the EIA documentation</b>	Comments on the notification, if the potentially affected party decides to participate in the EIA procedure.
<b>Nature and timing of the possible decision:</b>	The decision that might be taken is to issue the environmental agreement and the construction authorization for this planned activity
<b>Process for approval of the proposed activity</b>	The proposed activity will be approved via the construction permit after the environmental consent (final EIA decision) has been issued by the competent environmental authorities.
<b>Additional information/comments</b>	-
<b>4. INFORMATION ON THE PUBLIC PARTICIPATION PROCESS IN THE COUNTRY OF ORIGIN</b>	
<b>Public participation procedures</b>	Subsequent activities that need to be undertaken at the national level will be coordinated with the Environmental Agency and the Ministry of Environment.
<b>Expected start and duration of public consultation</b>	-
<b>Additional information/comments</b>	-
<b>5. DEADLINE FOR RESPONSE</b>	
<b>Date</b>	The response regarding the decision to accept/reject the participation in the EIA procedure in a transboundary context, as well as the comments on the notification can be provided within 30 days from the date of receipt of the notification.

**Results of laboratory tests in the Danube River**  
**taken by the Reference Laboratory of the Environmental Agency on a monthly basis**  
**(see attached recent results of 2022)**



**ENVIRONMENTAL AGENCY**

National  
Accreditation  
Mark

**Environmental Reference Laboratory**  
134 Grenoble Str., Chişinău MD-2072, Republic of Moldova  
Tel: 022 82 07 46

*WATER Quality Laboratory (WQL)*

Copy no. \_\_

**TEST REPORT**

No. 52

of 16.05.2022

1. **Description of the test object:** surface water in the Danube River, Giurgiulesti village
2. **Sampling purpose:** monitoring of water in the Danube River in the control section of Giurgiulesti village (according to the Bilateral Agreement and Government Resolution No. 932 of 20.11.2013, Annex 1)
3. **Sampling data:** AEOnc(AS)-7.3-A-122 dated 20.04.2022
4. **Sample volume:** 1 sample \* 6,0 l, code: 118-AS-22
5. **Sampling conditions:** normal
6. **Date and time of sampling:** 20.04.2022, 14:10
7. **Date of acceptance of test object:** 20.04.2022
8. **Test period:** 22.04.202-28.04.2022

The report has been drawn up in 2 copies (1 copy for WQL, 2 copies for the beneficiary).

**TEST RESULTS**

No.	Investigated parameter	Unit of measurement	Determined values	Measurement uncertainty $U$ ( $k=2$ , $P=95\%$ )	Maximum allowable concentration (MAC)	Test method	Statutory Document
<b>I. PHYSICAL AND CHEMICAL INDICATORS</b>							
1.	Colour	-	12.0				Guidelines for chemical analysis of surface waters, Leningrad, 2009
2.	Odour	[point]	0				Guidelines for chemical analysis of surface waters, Leningrad, 2009
3.	Air/water temperature	[°C]	13.0/12.0				-

4.	Suspended matter	[mg/dm <sup>3</sup> ]	26.0	±4.0		gravimetric	PO-MS-A-7.2.1-09 (based on SM STAS 6953:2007)
5.	pH	[pH unit]	8.17	±0.10		ionometric	PO-pH-A-7.2.1-02 (based on SM SR EN ISO 10523:2014)
<b>II. OXYGEN REGIME INDICATORS</b>							
6.	Dissolved oxygen	[mgO <sub>2</sub> /dm <sup>3</sup> ]	8.84	±0.28			PO-OD-A-7.2.1-18 (based on SR EN 25813:2000)
7.	Chemical oxygen consumption (CCO-Cr)	[mgO <sub>2</sub> /dm <sup>3</sup> ]	5.63	±2.16		titrimetric	PO-CCO <sub>Cr</sub> -A-7.2.1-03 (based on SM SR ISO 6060:2006)
8.	Biochemical oxygen consumption (BOD <sub>5</sub> )	[mgO <sub>2</sub> /dm <sup>3</sup> ]	1.30	±0.38		titrimetric	PO-CBO <sub>5</sub> -A-7.2.1-04 (based on SM SR EN 1899-2:2022)
9.	Oxygen saturation	[saturation % O <sub>2</sub> /dm <sup>3</sup> ]	8.84		-		
<b>III. MINERALISATION INDICATORS</b>							
10.	Fixed residue	[mg/dm <sup>3</sup> ]	261.0	±10.0		gravimetric	PO-RU-A-7.2.1-10 (based on SM STAS 9187:2007)
11.	Chlorides (Cl)	[mg/dm <sup>3</sup> ]	35.03	±2.45		titrimetric	PO-CT-A-7.2.1-07 (based on SM SR ISO 9297:2012)
12.	Sulphates (SO <sub>4</sub> <sup>2-</sup> )	[mg/dm <sup>3</sup> ]	29.86	±0.80		molecular absorption spectrophotometric method	PO-SO <sub>4</sub> <sup>2-</sup> -A-7.2.1-12 (based on Guidelines for chemical analysis of surface waters, Leningrad, 2009)
13.	Total hardness	[mmol/dm <sup>3</sup> ]	2.15	±0.12		titrimetric	PO-D/Ca <sup>2+</sup> /Mg <sup>2+</sup> -A-7.2.1-05 (based on SM SR ISO 6059:2012)
14.	Calcium (Ca <sup>2+</sup> )	[mg/dm <sup>3</sup> ]	56.95	±3.79		titrimetric	PO-D/Ca <sup>2+</sup> /Mg <sup>2+</sup> -A-7.2.1-05 (based on Guidelines for chemical analysis of surface waters, Leningrad, 2009)
15.	Magnesium (Mg <sup>2+</sup> )	[mg/dm <sup>3</sup> ]	17.73	±0.25		titrimetric	PO-D/Ca <sup>2+</sup> /Mg <sup>2+</sup> -A-7.2.1-05 (based on Guidelines for chemical analysis of surface waters, Leningrad, 2009)
16.	(Na <sup>+</sup> + K <sup>+</sup> )	[mg/dm <sup>3</sup> ]	24.4				PO-NA/K-A-7.2.1-13 (based on SM STAS 8295:2007)
<b>IV. BIOGENIC ELEMENTS</b>							

17.	Ammonium nitrogen (N-NH <sub>4</sub> <sup>+</sup> )	[mgN/dm <sup>3</sup> ]	0.095	±0.006		molecular absorption spectrophotometric method	PO-NH <sub>4</sub> <sup>+</sup> -A-7.2.1-14 (based on Guidelines for chemical analysis of surface waters, Leningrad, 2009)
18.	Nitrite nitrogen (N-NO <sub>2</sub> <sup>-</sup> )	[mgN/dm <sup>3</sup> ]	0.009	±0.005		molecular absorption spectrophotometric method	PO-NH <sub>2</sub> <sup>-</sup> -A-7.2.1-15 (based on Guidelines for chemical analysis of surface waters, Leningrad, 2009)
19.	Nitrate nitrogen	[mgN/dm <sup>3</sup> ]	<0.114			molecular absorption spectrophotometric method	PO-NO <sub>3</sub> <sup>-</sup> -A-7.2.1-06 (based on SM SR ISO 7890-3:2006)
20.	Mineral phosphorus (PO <sub>4</sub> <sup>3-</sup> )	[mgP/dm <sup>3</sup> ]	0.070	±0.008		molecular absorption spectrophotometric method	PO- P <sub>total</sub> /P-PO <sub>4</sub> <sup>3-</sup> -A-7.2.1-11 (based on SM SR EN ISO 6878:2011)
21.	Total phosphorus (P <sub>total</sub> )	[mgP/dm <sup>3</sup> ]	0.114	±0.04		molecular absorption spectrophotometric method	PO- P <sub>total</sub> /P-PO <sub>4</sub> <sup>3-</sup> -A-7.2.1-11 (based on SM SR EN ISO 6878:2011)
<b>V. ORGANIC SUBSTANCES</b>							
22.	Oil products	[mg/dm <sup>3</sup> ]	<0.013			molecular absorption spectrophotometric method	PO- PP-A-7.2.1-18 (based on TNMN method)

**Notes:**

1. Results marked with < show values below the detection limit of the method.
2. The results shown refer strictly to the test object.
3. The laboratory does not issue opinions or interpretations.
4. Test(s) marked with \* are submitted by the subcontractor.

**Declaration of conformity:** \_\_\_\_\_

**Documents establishing the permissible limit values:**

1. The environmental quality requirements for surface waters are specified in Annex No. 1 to the Government Resolution No. 890 of 12.11.2013.

**Deviations, additions or exclusions from the test method:** \_\_\_\_\_

**Special note:** The Water Quality Laboratory is not responsible for parameters investigated by the Operational Service for Environmental Investigations, such as pH, dissolved oxygen, 5-day biochemical oxygen consumption (BOD<sub>5</sub>), conductivity, saturation, turbidity and meteorological parameters (water/air temperature).

*Head of the Environmental Reference Laboratory*  
*Head of Water Quality Laboratory*

*/signature/ Marina LUNGU*  
*/signature/ Olga MIHNI*

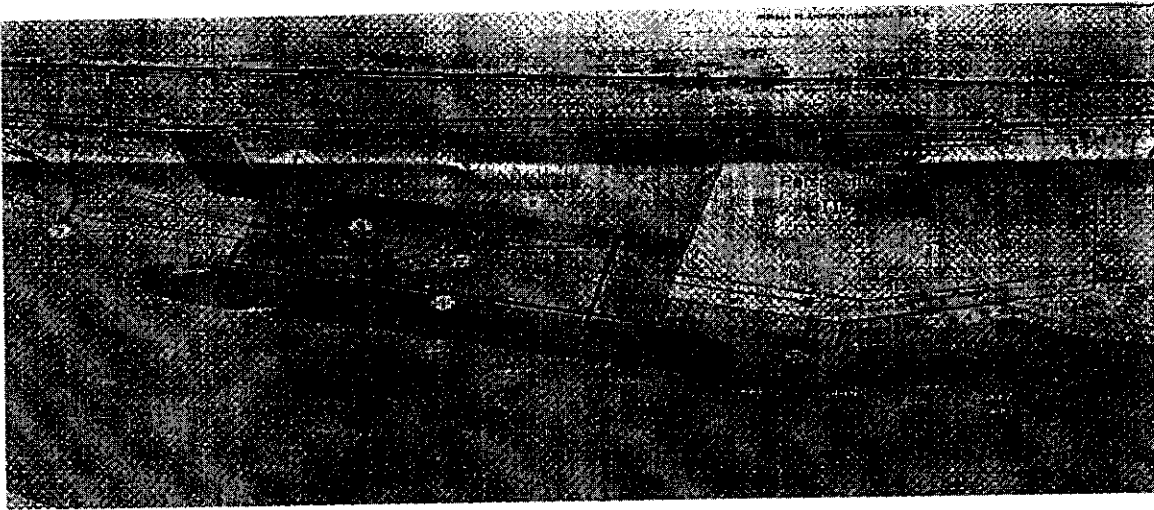
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*Code: RI(N)-7.8-A*

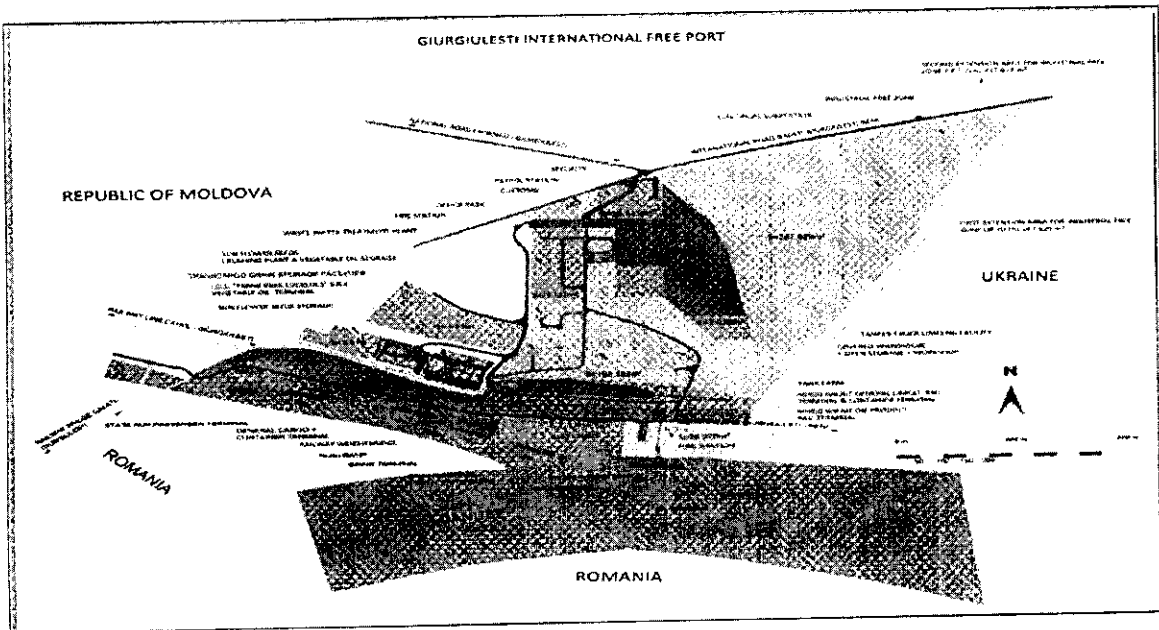
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Annex – Maps and other illustrated documents related to the proposed activities



Provisional scheme of the planned activity location





**Glugiulesti International Free Port location**

