The format for notification to an affected Party of a proposed activity under article 3 of the Convention was adopted by the Meeting of the Parties to the Convention on Environmental Impact Assessment in a Transboundary Context by ***Decision I/4*** *at its first meeting held in Oslo from 18 to 20 May 1998.*
This document contains excerpt from Annex to Decision I/4 (Table 1) and can only be used in conjunction with the full text of Decision I/4 and not as a stand-alone document.

Notification to an affected Party of a proposed activity

1. INFORMATION ON THE PROPOSED ACTIVITY	
(i) Information on the nature of the proposed activity	
Type of activity proposed	The Project aims to upgrade and expand the existing North Macedonian section of the Corridor X railway (hereinafter referred to as "the existing railway") and stations to meet EU TEN-T regulations and TSI requirements. The Project will transform the existing railway route into an approximately 195 km double track, electrified, high-speed railway line (the Project railway) across the RNM. This new connection will link the North Macedonian border with Serbia, at Tabanovce, with the Greek border, at Gevgelija, serving different municipalities along the Vardar Valley, and providing a new railway connection with Skopje airport. Through the Project, the Government of the Republic of North Macedonia wants to: • Create a double track, high-speed railway, which will reach 160 km/h for passenger services and approximately 120 km/h for freight services, and all necessary upgrades which support it; • Comply with all the requirements to meet EU TEN-T regulations and TSI requirements; • Provide for enhanced people and wildlife's safety measures (e.g., corridor fencing); • Improve operational efficiency and reliability through infrastructure modernization; and • Improve connectivity within the country (e.g., between Skopje city centre and Skopje Airport).
Is the proposed activity listed in appendix I to the Convention?	Yes ☑ No □

Scope of proposed activity (e.g. main activity and any/all peripheral activities requiring assessment)	The main components of the project include: • Reconstruction and upgrade of the existing railway track over the full alignment of approximately 190 km; • Construction of a double track throughout the entire route; • Construction of 19 new tunnels with lengths from approximately 400 m to over 2 km, with a total distance of 19 km, all located on the section between Gevgelija and Skopje; • Construction of new bridges (approximately 2.65 km total), underpasses and overpasses (59 structures); • Earthworks: excavation of approximately 18,850,000 m^3 and embankment of approximately 2,710,000 m^3; • Track works: approximately 566,000 sleepers, approximately 45,960 tonnes of rail, approximately 43.3 km of slab track, approximately 1,130,000 fastening units; • Sub-base, sub-ballast, and ballast works (approximately 958,000 m^3 each); • Full electrification and signalling system upgrades (ETCS Level 1, GSM-R); • Modernization of railway stations along the corridor; • Installation of corridor fencing. *Note: The quantities listed above are indicative and will be further developed in the subsequent design phases.*
Scale of proposed activity e.g. size, production capacity	The total route length is approximately 190–200 km. The Project foresees the construction and operation of two tracks running side by side for most of the route. This design helps ensure that the line is durable, stable, and able to operate safely and reliably over time. The tracks will be built using modern materials and methods that support fast and efficient train services, as well as high-speed services. Most of the route will use standard ballast to hold the tracks in place; except in tunnel sections and open track areas, where it will be replaced by concrete slab track. The entire Project railway will be electrified, with overhead contact system to power the trains, and subsurface cables to operate signalling and communication systems. Safety will be increased by installing fences along the entire route and improving drainage to protect against flooding and erosion. The project traverses four statistical planning regions: Northeastern, Skopje, Vardar, and Southeastern, passing through various urban, peri-urban, and rural areas.
Description of proposed activity (e.g. technology used)	The project involves upgrading the existing conventional railway infrastructure using standard European railway engineering technologies compliant with TEN-T and Technical Specifications for Interoperability (TSI). The railway will use electric traction with a double-track configuration. Modern signalling and telecommunications technology will be adopted, specifically the European Train Control System (ETCS Level 1) and the Global System for Mobile Communications – Railway (GSM-R). Where the existing alignment cannot meet the required geometric and operational standards for high speeds, new alignment deviations will be introduced. In sections where

	topographic or infrastructure constraints prevent surface routing, tunnels are envisaged as the technical solution. The existing six tunnels along Corridor X (total length 1,029.4 m) will not be used by the upgraded railway due to their narrow curvature radii (less than 350 m) which limit speeds to 60 km/h.
Description of purpose of proposed activity	The purpose of the proposed activity is to modernize and upgrade the railway infrastructure along Corridor X, transforming the existing technically limited single-track system into a modern, double-track, fully electrified, high-performance international railway line. The project aims to: • Increase operational speeds for passenger services (up to 160 km/h) and freight services (approximately 120 km/h); • Increase capacity for freight trains (accommodation of trains up to 750 m in length); • Comply with TEN-T and TSI standards; • Improve cross-border interoperability with Serbia and Greece; • Improve safety for operations, staff, and passengers; • Enhance energy efficiency through full electrification; • Increase the number of passengers and freight transiting by rail; • Support sustainable, reliable, and energy-efficient mobility; • Strengthen regional connectivity and facilitate international freight and passenger exchange with EU markets and neighbouring countries.
Rationale for proposed activity (e.g. socio-economic basis, physical geographic basis)	The RNM is located at an important crossroad between Europe and the Western Balkans. Its railway network enables the country to function as a connection for the flow of goods and people, making it a key facilitator of efficient exchanges that support EU connectivity initiatives. Two major European transport corridors pass through the country: • Corridor X, which links Austria to Greece; and • Corridor VIII, which links Albania to Bulgaria. Corridor X is especially important because it is the country's main north-south route railway. Constructed in the 19th century, this railway now faces significant challenges as it strives to align with contemporary requirements and expectations: • Reduced operating speeds; • Obsolete systems, including stations, signalling and telecommunications; • Inefficiencies in cross-border operations; and • Generally poor infrastructure conditions. These limitations contribute to regular delays, non-compliance with EU standards, and ongoing safety concerns. This highlights the necessity of rehabilitating and upgrading Corridor X into a high-performing railway line that meets EU standards. Improvements are expected to drive economic growth, enhance connectivity, expand capacity, and improve safety, reliability, and efficiency across the network.

	Acknowledging the constraints and recognizing the economic growth and regional integration which could follow from a high-performing railway network in the country, the Government of the Republic of North Macedonia, acting through its MTC, has decided to make the rehabilitation and expansion of the North Macedonian section of the Corridor X railway, one of its top priorities. The ambition of this Project is to address the above-mentioned challenges and create a faster and better-connected high-speed railway, with increased capacity, aligned with EU TEN-T and TSI requirements, and equipped with modern safety, signalling and telecommunications systems.
Additional information/comments	None
(ii) Information on the spatial and temporal boundaries of the proposed activity	
Location	The project location is situated along the territory of the Republic of North Macedonia along Corridor X, oriented north–south, extending from the border crossing at Tabanovce in the north to the border crossing at Gevgelija in the south. The route passes through various spatial and functional areas, including urban, peri-urban, and rural zones, as well as areas with complex geomorphological and topographic characteristics. The project traverses four statistical planning regions of North Macedonia and various municipalities. The affected municipalities include: Kumanovo, Lipkovo, City of Skopje, Municipalities of the City of Skopje (Kisela Voda, Aerodrom, Gazi Baba, Centar), Ilinden, Studeničani, Zelenikovo, Veles, Gradsko, Rosoman, Negotino, Valandovo, Demir Kapija, and Gevgelija.
Description of the location (e.g. physical-geographic characteristics, socio-economic characteristics)	The terrain in the project zone varies along the route, ranging from lowland and gently undulating basins in the north (Kumanovo Basin, Skopje Basin) to the complex gorge terrain of Demir Kapija in the south, transitioning to flat alluvial plains near Gevgelija, the lowest point in the country at approximately 44 m above sea level, where the Vardar River exits toward Greece. The railway alignment extends across several geotectonic units characterised by distinct lithological and structural features. While the Vardar River valley largely determines the prevalence of alluvial and Neogene sediments, the route locally intersects areas with complex tectonic frameworks and metamorphic rock formations. The Vardar River forms the main hydrological feature of the region and is part of the transboundary Vardar/Axios river basin. From a hydrogeological point of view, the Vardar region is typically classified into: • Intergranular (Alluvial) Aquifers: Main groundwater bodies along the valley floor, with high porosity/permeability and unconfined water tables. Thickness ranges from 10–20 m (Valandovo) to ~100 m (Gevgelija). They are the key resource for municipal,

	agricultural and industrial supply, feeding well fields in Gevgelija, Bogdanci, Miravci. • Karst–Fissured Aquifers: Localized systems in carbonate outcrops along valley margins (e.g., Plaus, Tatarli, Memesli). They host small groundwater bodies, with springs yielding 1–20 L/s, used occasionally for local supply. • Compact Bedrock Zones: Metamorphic and sedimentary bedrock of the Vardar Zone has low permeability and limited groundwater potential. Outside the alluvial plains, groundwater availability is generally poor unless enhanced by local fracturing. The Project Area extends along a marked north–south gradient following the Vardar River valley, intersecting several distinct climatic zones influenced by latitude, altitude and local orographic conditions. According to the national climatic classification, it spans four main climate types : • Sub-Mediterranean region (50 - 500 m), • Temperate-continental-sub-Mediterranean region (up to 600 m), • Warm continental region (600 - 900 m), • Cold continental region (900 - 1,100 m). Socio-economic characteristics: The corridor passes through four statistical planning regions and several major urban centres, including Skopje, Kumanovo, Veles, Negotino, Demir Kapija, and Gevgelija. The Skopje Planning Region is the most populous with approximately 607,000 inhabitants. The Northeastern Planning Region, which borders Serbia to the north, with a population density approximately 153,000 inhabitants, representing approximately 9% of the country's total population.
Rationale for location of proposed activity (e.g. socio-economic basis, physical-geographic basis)	The rationale for this location is as follows: Socio-economic basis: Corridor X forms part of the TEN-T Core Network Extension toward the Western Balkans, connecting Central Europe with Southeastern Europe. The corridor serves as the main axis for international freight and passenger transport through the country, linking the border crossings with Serbia (Tabanovce) and Greece (Gevgelija). Physical-geographic basis: The Vardar River valley naturally forms the main north–south transport axis of the country due to its favorable topography. This geographic setting has historically determined the alignment of major transport infrastructure. The existing railway alignment follows this natural corridor, making it the most technically feasible and environmentally rational option for upgrade. Developing an entirely new railway corridor elsewhere would require substantially greater land acquisition, environmental disturbance, and infrastructure investment.
Time frame for proposed activity (e.g. start and duration of construction and operation)	Works may be implemented in stages along the alignment, depending on procurement sequencing, operational railway constraints, and cross-border coordination requirements.

	The precise implementation schedule will be refined during subsequent project development phases in accordance with national legislation, procurement procedures, and financing arrangements.
Maps and other pictorial documents connected with the information on the proposed activity	Maps are attached. See Annex I.
Additional information/comments	The project boundary is entirely within the territory of the Republic of North Macedonia. The potential for transboundary environmental impacts arises from the project's proximity to the borders with the Republic of Serbia (Tabanovce) and the Republic of Greece (Gevgelija). This notification is directed to the Republic of Serbia as the potentially affected Party, given the direct cross-border rail connection and the proximity of the northern construction activities to the Serbian border at Tabanovce.
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)	Environmental and Social Impact Assessment (ESIA) study should be developed in line with National North Macedonian Regulation, EU requirements and IFC E&S requirements, in compliance with the following standards: • International Finance Corporation (IFC) Performance Standards (PS) on Environmental and Social Sustainability (IFC PS) (2012); • Equator Principles IV (EP) (2020); • World Bank Group (WBG) Environmental, Health and Safety (EHS) Guidelines – General EHS Guidelines (2006) and the EHS Guidelines for Railways (2007); • OECD Common Approaches (CA) (2016); • Relevant EU standards and regulatory documents, such as the requirements of the EIA Directive 2011/92/EU (amended in 2014 by Directive 2014/52/EU), Birds Directive 2009/147/EC, Habitats Directive 92/43/EEC and Birds Directive 2009/147/EC, the Espoo Convention on Environmental Impact Assessment in a Transboundary Context, the United Nations Guiding Principles (UNGPs) on Business and Human Rights and Directive 2008/96/EC on infrastructure safety management; and • Relevant international conventions to which the RNM is a signatory. Additional best practice guidance to be followed as applicable, including: • Stakeholder Engagement: A Good Practice Handbook for Companies Doing Business in Emerging Markets (IFC, 2007a); • Workers' Accommodation: Processes and Standards (IFC, 2009); • Good Practice Handbook: Use of Security Forces (IFC, 2017);

	• Addressing Grievances from Project Affected Communities (IFC, 2009); • Good Practice Handbook on Cumulative Impact Assessment and Management: Guidance for the Private Sector in Emerging Markets (IFC, 2013); • Guidance Note on Implementation of Human Rights Assessments under the Equator Principles (Equator Principles Association,2020); and • Other relevant Good International Industry Practices (GIIP). The assessment will focus on those issues that are important for decision-making regarding the Project and will address baseline conditions, potential impacts,such as cumulative impacts, proposed mitigation measures.
Expected environmental impacts of proposed activity (e.g. types, locations, magnitudes)	A preliminary overview of the main expected environmental impacts is provided below: **Topography and geology:** In the construction phase, the most significant impacts relate to intensive earthworks, including excavation, embankment formation, slope cuts, levelling, and construction of support structures. These activities will cause localized and partly permanent terrain changes, particularly in sections with pronounced gorge or mountain morphology, as well as temporary destabilization of surface and subsurface layers. In the operational phase, stabilized embankments and other infrastructure elements are expected to consolidate and stabilize the terrain in the long term. **Air quality:** In the construction phase, temporary and localized negative impacts on air quality are expected, mainly from earthworks, transport and handling of construction materials, and use of heavy construction machinery (dust, exhaust gases). In the operational phase, direct air quality impacts are expected to be minimal, as the railway traffic will be based on electric traction. The functioning of a modernized and efficient railway infrastructure will have a significant positive cumulative effect on air quality at the regional level through the shift of freight and passenger traffic from road to rail transport. **Surface and groundwater:** In the construction phase, potential impacts are mainly temporary and localized, related to earthworks, construction of infrastructure objects, and interventions near watercourses and drainage channels. There is a risk of local contamination of water in the event of improper handling of materials and waste. In the operational phase, impacts on surface and groundwater are expected to be limited and controlled. **Soil:** In the construction phase, impacts relate to earthworks, excavation, embankment and slope formation, and movement of heavy machinery. These may cause removal, mixing, and degradation of the topsoil layer, increased compaction, and risk of surface and linear erosion. In the operational phase, impacts are expected to be limited in scale and mainly related to permanent land occupation under the railway infrastructure. **Waste management:** In the construction phase, significant quantities of construction waste are expected,

	including excavated material, concrete remnants, metallic elements, timber, packaging waste, and possible hazardous waste (waste oils, filters, absorbents, contaminated soil). In the operational phase, waste quantities are significantly smaller and mainly relate to regular and emergency maintenance. **Noise and vibration:** In the construction phase, temporary and localized increases in noise and vibration levels are expected from intensive earthworks, heavy construction machinery, and construction traffic. In the operational phase, impacts from noise and vibration are long-term and continuous, related to train movement, particularly in sections with higher speeds and near settlements. **Biodiversity:** Project implementation may have certain impacts on biodiversity, including flora, fauna, and their habitats. In the construction phase, impacts are mainly temporary and localized, related to vegetation clearing, earthworks, and increased human and machinery presence. In the operational phase, impacts are mainly long-term but of lower intensity, including permanent habitat fragmentation and barrier effects for terrestrial fauna. Parts of the route pass through or near areas of high biodiversity value, including Emerald areas, Important Bird Areas (IBA), Important Plant Areas (IPA), and nationally protected areas. **Landscape and visual impacts:** In the construction phase, impacts are mainly temporary and localized, arising from the presence of construction sites, heavy machinery, temporary structures, material stockpiles, and altered terrain. In the operational phase, impacts are permanent but largely static and predictable, related to the presence of new or reconstructed infrastructure objects (railway track, bridges, viaducts, overpasses, tunnel portals, electrification poles, and safety fencing). **Population and human health:** In the construction phase, potential impacts are mainly temporary and localized (increased noise, vibration, dust, construction traffic, safety risks). In the operational phase, impacts are mainly long-term and of lower intensity. Significant positive long-term effects are expected, including reduction of regional air pollution, improved accessibility and mobility, and indirect public health benefits through the shift of transport from road to rail. **Cultural heritage:** In the construction phase, the most significant potential impacts relate to earthworks and excavations, which may cause direct damage or destruction of archaeological remains if not previously identified. Among the most significant cultural-historical sites in the wider area of the route is the archaeological site of Stobi, one of the most important ancient cities on the territory of the Republic of North Macedonia. **Social environment:** In the construction phase, potential social impacts are mainly temporary and localized (need for land expropriation, temporary access restrictions, increased traffic and noise near settlements). In the operational phase, social impacts are mainly long-term and structural,

	with significant positive effects expected through improved mobility, accessibility, and safety.
Inputs (e.g. raw material, power sources)	In the construction phase will be used: diesel fuel for construction machinery and transport vehicles; electricity for temporary site facilities and installation works; lubricants, hydraulic oils, and other technical fluids for machinery; limited quantities of water for dust suppression, compaction, and construction activities etc. Operational phase inputs: electricity for traction power (overhead contact line system), signalling, interlocking systems, lighting, and auxiliary station equipment; maintenance materials.
Outputs (e.g. amounts and types of: emissions into the atmosphere, discharges into the water system, solid waste)	Construction phase outputs: Potential emissions into the atmosphere: dust (PM10/PM2.5) from earthworks, excavation, ballast handling and vehicle movement; exhaust gases (NOx, CO, CO_2, SO_2, particulate matter) from diesel-powered machinery and transport vehicles. These are temporary and localized, dependent on the intensity of construction works and meteorological conditions. Potential discharges into the water system: surface runoff containing suspended solids from disturbed soil areas; potential accidental spills of fuels, lubricants, or hydraulic fluids; construction drainage water from tunnel works (requiring appropriate management). Solid waste: large quantities of inert excavated material (soil and rock from excavation, a significant part of which will be used as embankment fill); demolition waste from removal of existing structures, rails, switches, sleepers, ballast, and concrete and metallic elements; hazardous waste (waste oils, filters, absorbents); packaging waste; municipal waste from construction personnel. Operational phase outputs: Potential emissions into the atmosphere: significantly reduced exhaust emissions due to electrification and elimination of diesel traction; minor particulate emissions from brake and rail abrasion; limited emissions from maintenance vehicles. Potential discharges into the water system: routine runoff from railway tracks containing trace metals or oil residues, managed through drainage systems. Solid waste: maintenance waste (worn rail elements, ballast residues); used lubricants and technical fluids; minor municipal waste from operational staff all managed under railway operational and waste management procedures.
Transboundary impacts (e.g. types, locations, magnitudes)	The proposed activity is located entirely within the territory of the Republic of North Macedonia. The ESIA study will include investigation into transboundary impact. At this stage the impacts that are identified on the Macedonian environment (at a local, regional or national level) will have no relevance with regard to potential transboundary issues. No significant transboundary impacts are expected.

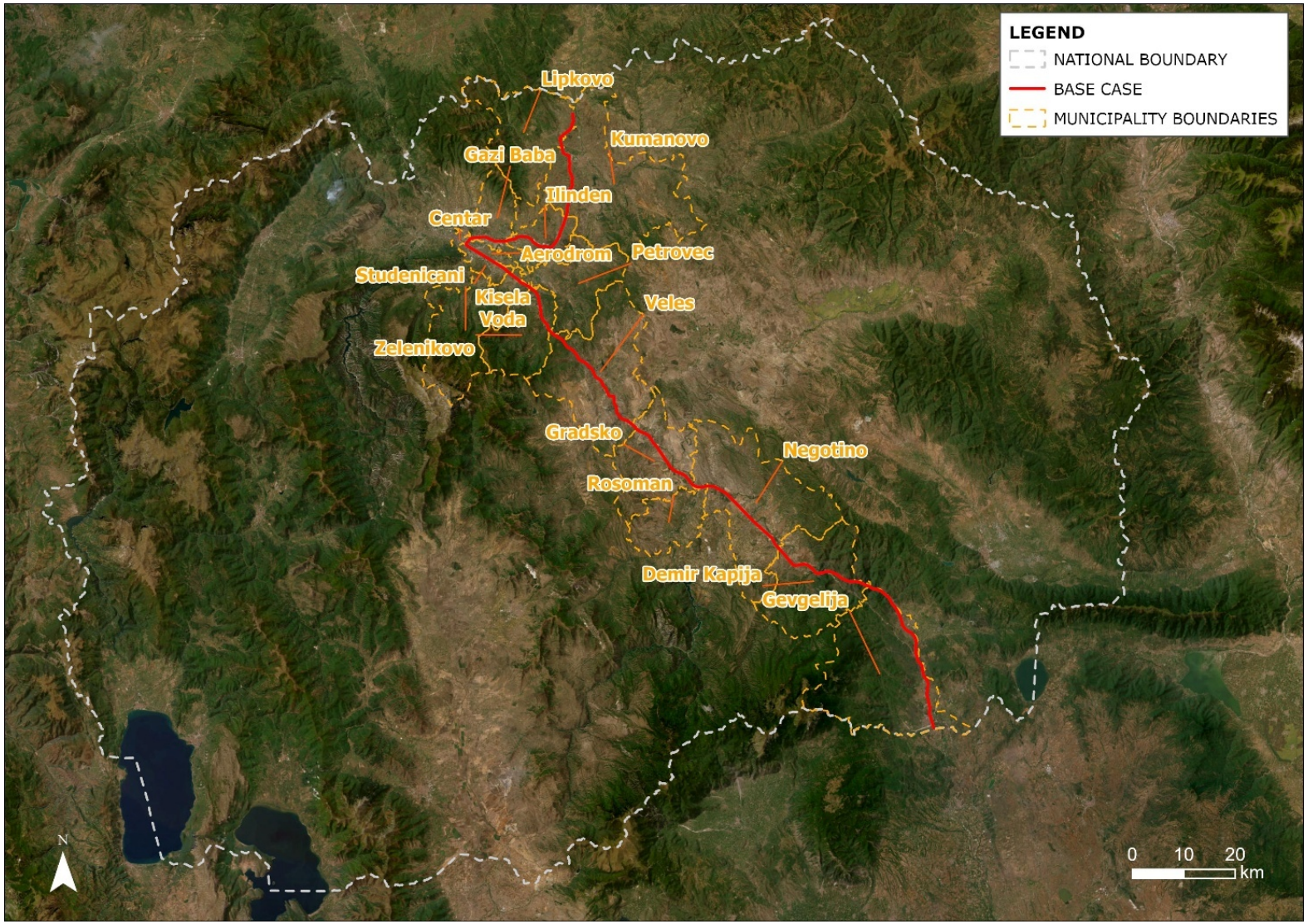
Proposed mitigation measures (e.g. if known, mitigation measures to prevent, eliminate, minimize, compensate for environmental effects)	The Environmental Impact Assessment procedure for the proposed activity is currently in its initial stages. Detailed project-specific mitigation measures have not yet been finalized. All mitigation measures will be further specified, quantified, and formalized within the ESIA documentation and any subsequent Environmental and Social Management Plans, as required by the competent authority.
Additional information/comments	None
(iv) Proponent/developer	
Name, address, telephone and fax numbers	Ministry of Transport, Crvena Skopska Opstina no. 4, Skopje +389 2 3145 502
(v) EIA documentation	
Is the EIA documentation (e.g. EIA report or EIS) included in the notification?	Yes □ No ☑ Partially □
If the answer to the above is no or partially, description of additional documentation to be forwarded and (approximate) date(s) when documentation will be available	The Environmental Impact Assessment documentation has not yet been prepared. The EIA procedure is currently in its initial stage; the formal screening decision of the competent authority is pending. The request for determining the need for conducting an EIA was submitted to the Ministry of Environment and Physical Planning, as the competent authority for issuing the decision notifying the investor of the need for an Environmental Impact Assessment. Subject to the outcome of the screening procedure, and if a full EIA study is required, the EIA documentation will be prepared in accordance with national legislation (Law on Environment, Official Gazette of RSM No. 53/05 and subsequent amendments) and the provisions of the Espoo Convention. The documentation will be transmitted to the affected Party upon completion and in accordance with the timelines established under the Espoo Convention.
Additional information/comments	At this stage, the present notification is intended to ensure transparency and early information exchange regarding the proposed activity. The Republic of North Macedonia will continue to cooperate with the affected Party throughout the environmental assessment and decision-making process in accordance with the Espoo Convention.
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	**Mr. Zoran VELJKOVIC** Head of Section for EIA of Projects and Activities **Ministry of Environmental Protection** 1 Omladinskih Brigada Str. 11070 BELGRADE Telephone: +381 11 3131 356 E-mail: zoran.veljkovic(at)eko.gov.rs

List of affected Parties to which notification is being sent	**Republic of Serbia**
(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	**Ms. Biljana PETKOSKA** Head of Department for Environment **Ministry of Environment and Physical Planning** Boulevard Phillip the Second of Macedon 1000, Skopje 1000 Republic of North Macedonia Email: B.petkoska(at)moepp.gov.mk
Decision-making authority if different than authority responsible for coordinating activities relating to the EIA - Name, address, telephone and fax numbers	**Ms. Biljana PETKOSKA** Head of Department for Environment **Ministry of Environment and Physical Planning** Boulevard Phillip the Second of Macedon 1000, Skopje 1000 Republic of North Macedonia Email: B.petkoska(at)moepp.gov.mk
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	The detailed timeline will depend on the outcome of the screening and scoping stages, administrative procedures, and financing arrangements.
Opportunities for the affected Party or Parties to be involved in the EIA process	In accordance with the Espoo Convention, the affected Party has been notified at an early stage of the procedure. The affected Party will have the opportunity to indicate whether it wishes to participate in the EIA procedure. If participation is confirmed, the affected Party will be invited to provide comments during the scoping phase (if applicable), and consultations will be carried out regarding the potential transboundary impacts and proposed mitigation measures.
Opportunities for the affected Party or Parties to review and comment on the notification and the EIA documentation	Following completion of the EIA study and transboundary consultation process, the competent authority will issue a reasoned decision in accordance with national environmental legislation. The final decision will be issued only after consideration of all relevant documentation, consultations, and comments received from the affected Party and the public.
Nature and timing of the possible decision	At this stage, it is not possible to predict the nature of the EIA decision, as it fully depends on the EIA documentation to be elaborated and on public participation in the procedure.
Process for approval of the proposed activity	The approval of the proposed activity will be carried out in accordance with the Law on Environment and other applicable legislation of the Republic of North Macedonia. The project proponent submits a request to the Ministry of Environment and Physical Planning to determine the need for conducting an EIA.

	The project falls under Annex I, Point 7(a) of the Decree on Determination of Projects and Criteria on the Basis of Which the Need for Conducting an EIA Procedure is Established (Official Gazette of RSM No. 80/2009, 36/2012 and 233/2022), which relates to construction of railway traffic over long distances and of airports with a basic runway length of 2,100 m or more i.e. the category of projects for which, in accordance with the competent procedure, the need for conducting an EIA is determined. If a full EIA is required, the Ministry will define the scope of the study, which will be prepared by licensed experts and subjected to public consultation. Where transboundary impacts are identified, the Espoo Convention procedure will be implemented. Following review of the documentation and comments received, the Ministry will issue a formal environmental decision, after which the project proponent may proceed with obtaining a Construction Permit. Construction may commence only after all required approvals have been obtained.
Additional information/comments	None
4. INFORMATION ON THE PUBLIC PARTICIPATION PROCESS IN THE COUNTRY OF ORIGIN	
Public participation procedures	Public participation will be carried out in accordance with the Law on Environment of the Republic of North Macedonia. If a full EIA is required, the EIA Study will be made publicly available and disclosed through official channels. The competent authority will organize a public consultation procedure, including publication of a public notice and public hearings in the affected municipalities. Interested members of the public, institutions, and stakeholders will have the opportunity to submit written comments within the legally prescribed period. All comments received will be taken into consideration before issuance of the final environmental decision.
Expected start and duration of public consultation	The public consultation process will commence after the EIA Study has been prepared and formally accepted by the competent authority for disclosure. In accordance with national legislation, the public review period typically lasts a minimum of 30 days from the date of public announcement. The exact timing will depend on the outcome of the screening procedure and the preparation of the EIA documentation. This requirement is aligned with: • The EU EIA Directive (2011/92/EU as amended by 2014/52/EU) • The Aarhus Convention provisions on public participation
Additional information/comments	None
5. DEADLINE FOR RESPONSE	
Date	Four weeks from the date of receiving the notification

Annexes to the Notification:

Annex 1. Map of the project location


LEGEND
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Lipkovo
Kumanovo
Gazi Baba
Ilinden
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Aerodrom
Petrovec
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