

Luxembourg, 21 July 2025

Environmental and Social Data Sheet

Overview

Project name:	INLAND PORT OF BOGOJEVO (FL 2017-0671)
Project number:	2024-0575
Country:	Republic of Serbia
Project description:	The project concerns the rehabilitation and expansion of the inland port of Bogojevo along the Danube River. It includes investments in quay side and terminal infrastructure. The scheme is part of the Serbian Inland Waterway Infrastructure framework loan.
EIA required:	Yes
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and social assessment

The project involves constructing a new operational quay, administrative buildings, and various infrastructure elements such as traffic, electricity, telecommunications, thermal power, and hydraulic systems for the port's functioning. It also includes the development of port infrastructure for planned terminals and supervision services during construction. The construction works encompass preparatory activities, dredging, land reclamation, quay construction, road and railway connections, internal port roads and railways, new port facilities, water supply, electrical and telecommunications installations, landscaping, urbanization, and traffic and navigation signalization.

Environmental assessment

If within the EU, the project would fall under Annex I of the EIA Directive 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private Projects on the environment.

An environmental and social impact assessment of the Detailed Spatial Regulation Plan of the Port of Bogojevo was prepared. It received approval via Granting Consent No. 501-11/21-05 of 24 March 2021.

The ESIA report has identified the following negative impacts and proposes mitigation measures during both the construction and operation phases of the project:

During construction:

- Air emissions: Dust and emissions from construction machinery;
- Water pollution: Potential contamination from construction activities and machinery;
- Noise and vibration: Noise from construction equipment and activities;
- Waste generation: Construction waste, including excess soil and rubble;
- Soil contamination: Potential leakage of oil and other hazardous substances from machinery;

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.



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During operation:

- Air emissions: Emissions from port operations, including cargo handling and transportation;
- Water pollution: Wastewater discharge and potential spills of hazardous materials;
- Noise and vibration: Noise from regular port activities and transportation;
- Waste generation: Waste from port operations, including municipal, recyclable, and hazardous waste;
- Soil and water contamination: Potential spills and leaks from storage and handling of materials;

The report outlines various mitigation measures to minimize the negative environmental impacts during both construction and operation phases, such as:

- Installing pollution control equipment;
- Implementing proper waste management practices;
- Using noise barriers and vibration dampening measures;
- Establishing a separate sewage system with a central wastewater treatment plant;
- Regular monitoring and adherence to environmental protection regulations;

Such measures will be incorporated in the project through the tender for the port construction works.

The project also includes measures to protect the biodiversity of the Danube River, which is an international ecological corridor. Indigenous species will be used for landscaping to maintain ecological balance. According to the ESIA report, with the implementation of the proposed mitigation measures, the remaining impacts on biodiversity are considered acceptable.

The project is located right across the Dunav – Vukovar (HR2000372) and Podunavlje i donje Podravlje (HR1000016) protected habitats located in the Republic of Croatia. As part of a transboundary consultation under the Espoo Convention, the Republic of Croatia did not raise any specific concerns in relation to impacts of the project on the said areas.

The project is assessed as vulnerable to climate change risk. As part of the ESIA report a CRVA has been completed. The outcome of this assessment indicates and prescribes that all future design activities must consider the impact of climate change on the infrastructure and equipment to be financed under the project.

All physical infrastructure investment components to be financed under this project are considered activities that integrate measures to manage physical climate risks and ensure that the project's intended objectives are realised despite these risks. As such, the project is considered to partially contribute to the Bank's climate action – adaptation objectives.

Furthermore, all project components contribute to the climate action - mitigation objectives as they concern infrastructure dedicated to inland water transportation.

The project is Paris aligned with the resilience goals as its residual climate risk is assessed as low.

Social Assessment, where applicable

The project is located in an area already dedicated to port activities and in the vicinity, there are neither settlements nor activities conducted as part of access to livelihood of any kind. As such, no major social impacts are foreseen, no resettlement because of this project will take place, voluntary or involuntary, and no restriction of access to natural resources is expected.



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Public Consultation and Stakeholder Engagement

In accordance with the applicable Serbian legislation, a public consultation on the ESIA procedure was conducted. This was published in the daily newspaper "Večernje NOVOSTI" on 30 December 2021, as well as on the official website of the Ministry of Environment. During the consultation period, no opinions from interested authorities, organizations, or the public were received.

A public discussion was held on 19 January 2021, at the premises of the Municipal Administration of Odžaci. During the public consultation, none of the relevant authorities, organisations or public offered comments about the EIA procedure.

Furthermore, the promoter has established a Stakeholder Engagement Plan as part of the requirements under the parent project (2017-0671 SERBIAN INLAND WATERWAY INFRASTRUCTURE) and has a grievance mechanism in place.

Other Environmental and Social Aspects

A Project Implementation Unit (PIU) is established by the promoter within its organisation with financial support of the EIB through a technical assistance grant. The PIU will receive the support of consultants in relation to, amongst others, the environmental aspects related to the project preparation and implementation. The PIU will review the project's compliance with the measures indicated in the EIA and performance indicators and provides regular reporting to the Bank on the matter.

Conclusions and recommendations

The project is considered to have a substantial environmental risk according to EIB Group's Environmental and Social Policy. The measures for preventing the potential impacts are described in the ESIA report. On that basis, the project's is acceptable with minor negative impacts and is acceptable for EIB financing in environmental and social terms.