

*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
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	Temporary offshore hydrocarbon exploration Project activities involving drilling, formation evaluation, and permanent plugging and abandonment of the Asopus-1 exploration well in Block 2 of the Greek Exclusive Economic Zone, northwestern Ionian Sea.
Is the proposed activity listed in appendix 1 to the Convention?	Yes ☐ No ☒ No. The proposed activities consist of drilling, permanent plugging, and abandonment of a single offshore exploration well and does not involve offshore hydrocarbon production. Appendix I, item 15 of the Convention refers to offshore hydrocarbon production. Although the proposed project activities are not listed in Appendix I, transboundary notification is being undertaken in view of the proximity of the proposed well to the Greece-Italy Exclusive Economic Zone boundary and the transboundary pathways considered in the ESIA and permitting process.
Scope of proposed activity (e.g. main activity and any/all peripheral activities requiring assessment)	The Project comprises the drilling and evaluation of one offshore exploration well, Asopus-1, within Block 2 of the Greek Exclusive Economic Zone. The activity includes: • mobilisation and positioning of the drilling unit; • drilling of the exploration well; • formation evaluation and geological data acquisition; • possible Vertical Seismic Profiling as part of formation evaluation; • operation of platform supply vessels (PSVs) and helicopter services for the transportation of consumables and personnel; • temporary use of existing facilities at the Port of Igoumenitsa and Corfu International Airport (CFU); • permanent plugging and abandonment of the well; • demobilisation of the drilling unit and removal of Project-specific temporary onshore facilities.

	The Project does not include hydrocarbon production, field development, well testing, flowback, flaring, export facilities, pipelines or permanent new onshore infrastructure. If hydrocarbons are identified, any subsequent appraisal or development activity will be subject to separate regulatory approval and environmental assessment.
Scale of proposed activity (e.g. size, production capacity)	The proposed activity comprises a single offshore exploration well and associated drilling operations within a temporary offshore operational area of approximately 0.79 km². Operations are planned in approximately 840 m water depth, with an indicative final well depth of approximately 3,750 m measured depth (MD) below seabed, up to 180 persons on board the drilling unit, support from up to two platform supply vessels, and routine helicopter operations between Corfu International Airport and the drilling unit. The planned offshore campaign duration is approximately 57 days for a dry well or approximately 67 days if hydrocarbons are encountered, with a maximum scheduling envelope of 90 days to accommodate weather delays and operational contingencies.
Description of proposed activity (e.g. technology used)	The Asopus-1 well will be drilled using the Stena DrillMAX, a dynamically positioned drillship suitable for deep-water operations. The unit will maintain position using dynamic positioning, with no anchors deployed to avoid seabed disturbance. The well will be drilled in successive sections, with each section supported by steel casing and cement to maintain well integrity and isolate geological formations. The initial shallow sections will be drilled without a marine riser, and water-based drilling fluids and cuttings from these sections will be discharged near the well location on the seabed. After the blowout preventer (BoP) and marine riser are installed, drilling fluids and cuttings will be returned to the drilling unit. Drilling fluids will be processed and reused where practicable, and cuttings and residual fluids will be managed in accordance with the drilling programme and applicable environmental requirements as approved by the Greek competent authorities (HEREMA, Ministry of Environment and Energy). Only water-based drilling-fluid systems are proposed; non-aqueous drilling fluids are not part of the Project. Formation evaluation will include logging while drilling, mudlogging, biostratigraphy, and wireline logging. A short-duration vertical seismic profile (VSP) may also be acquired to obtain

	geological information below the seabed. Two VSP operations are planned, each with an estimated duration of approximately 12 hours. After drilling and evaluation are completed, the only permanent structure left on the seabed will be the wellhead, which will occupy less than 1 m². It will remain in place under the approved abandonment programme, avoiding any additional disturbance that would result from its removal. No other subsea equipment, pipelines, or facilities will remain. A post-operation ROV survey will confirm that all Project equipment has been removed and that no Project-related debris remains at the well location.
Description of purpose of proposed activity	The purpose of the Project is to evaluate subsurface geological formations and determine whether hydrocarbon-bearing formations are present at the Asopus-1 location. The well is proposed solely for exploration and geological data acquisition and is not intended for commercial hydrocarbon production.
Rationale for proposed activity (e.g. socio-economic basis, physical geographic basis)	The Project is intended to obtain subsurface geological and formation information needed to evaluate the hydrocarbon potential of the Asopus-1 prospect within Block 2 and to reduce geological uncertainty in a previously undrilled area of the northwestern Ionian Sea. The results will inform decisions on whether any further exploration or appraisal should be considered and support evidence-based planning regarding domestic offshore resource potential, in line with EU and national framework on energy security and integrated marine spatial planning. Any subsequent appraisal, development or production proposal would fall outside the scope of the present Project. It would be subject to separate technical, regulatory and environmental assessment processes in accordance with Greek and EU law and requirements.
Additional information/comments	The Project is a limited-duration offshore exploration campaign only. It does not include hydrocarbon production, well testing, flowback operations, routine venting or flaring, and it requires no permanent port, airport, coastal or offshore infrastructure.
(ii) Information on the spatial and temporal boundaries of the proposed activity	
Location	The proposed Asopus-1 exploration well is located within Block 2 of the Greek Exclusive Economic Zone in the northwestern Ionian Sea. The indicative well coordinates are: • Latitude: 39°37'25.92" N • Longitude: 18°57'28.51" E • Datum: WGS 84

	• UTM Zone: 34N • Water depth: ~840 m The well is located approximately: • 3.16 km east of the Greece-Italy Exclusive Economic Zone boundary; • 54.9 km from the nearest Italian coastline at Punta Ristola, Apulia; • 44.3 km from the nearest Greek land at Othonoi Island; • 60.1 km from the nearest point of Corfu; • 129.4 km by the identified marine logistics route from the Port of Igoumenitsa; and • 81.9 km by direct flight path from Corfu International Airport. • 78 km from the nearest Albanian coastline The final well location will be confirmed before drilling through the applicable national regulatory and Notification of Well Operations process.
Description of the location (e.g. physical-geographic characteristics, socio-economic characteristics)	The Project is situated in a deep-water offshore marine environment in the northwestern Ionian Sea. The proposed well location is approximately 840 m below sea level and is more than 44 km from the nearest coastline in Greece, approximately 54.9 km from the nearest Italian coastline and 78 km from the nearest Albanian coastline. No coastal installations, permanent offshore facilities or fixed subsea infrastructure are present in the immediate vicinity of the proposed well location. The well is close to the agreed Greece-Italy Exclusive Economic Zone boundary. Potential environmental effects that could extend beyond the Greek jurisdiction are therefore being considered on a precautionary basis through the ESIA and transboundary notification process. Temporary onshore support will be provided through an existing commercial port at Igoumenitsa and existing aviation infrastructure at Corfu International Airport. No port expansion, dredging, land reclamation or permanent alteration of the airport or port is proposed.
Rationale for location of proposed activity (e.g. socio-economic basis, physical-geographic basis)	The proposed well location was selected within the Block 2 Lease area based on interpretation of available geological and geophysical data and consideration of technical and operational feasibility. The location-selection process took into account water depth, drilling-unit capability, navigational constraints, logistical feasibility, environmental sensitivities and conformity with the Block 2 authorisation boundaries. The chosen location allows the Asopus-1 geological objective to be evaluated while remaining fully within the authorised Block 2 area.

Time frame for proposed activity (e.g. start and duration of construction and operation)	The offshore exploration campaign is planned for 2027, subject to receipt of the necessary regulatory approvals, contractor availability and operational readiness. The assessed design envelope provides an earliest potential start date of 14 February 2027 and a latest potential completion date of 31 December 2027, with an expected offshore campaign duration of approximately 57–67 days and a maximum scheduling envelope of 90 days to accommodate potential weather delays and operational contingencies. Offshore drilling will be conducted continuously, 24 hours per day and seven days per week while the drilling unit is on location. The activity sequence comprises mobilisation, drilling, formation evaluation, permanent plugging and abandonment, demobilisation and removal of Project-specific temporary support facilities. The dates defining the potential 2027 operational window represent the outer bounds of the planning envelope and do not imply a continuous year-long drilling operation.
Maps and other pictorial documents connected with the information on the proposed activity	The notification package includes or cross-references, at a minimum: • a regional location map showing the Project within the Ionian Sea; • the Asopus-1 well location and coordinates; • the Block 2 Lease boundary; • the Greek and Italian Exclusive Economic Zones and their agreed boundary; • distances to the nearest Greek and Italian coastlines; • the temporary 500 m safety zone around the drilling unit; • relevant protected areas and other sensitive marine receptors; • the marine logistics route between the well location and the Port of Igoumenitsa; • the location of the temporary logistics support base within the Port of Igoumenitsa; and • the location of Corfu International Airport and the indicative aviation connection for personnel transfer to the drilling unit.
Additional information/comments	A temporary 500 m safety zone will be established around the drilling unit during drilling operations. The safety zone will be notified through the applicable maritime communication procedures, including Notices to Mariners and/or NAVTEX messages. The safety zone will no longer apply once the drilling unit leaves the location.
(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)	The ESIA assesses the full lifecycle of the Asopus-1 exploration well within the defined Project design envelope, including mobilisation, offshore drilling, formation evaluation, marine and aviation logistics, temporary onshore logistics support at the Port of Igoumenitsa, waste and discharge management, permanent plugging and abandonment, site restoration and demobilisation. It addresses normal operations, relevant contingency activities and unplanned events, including re-spudding, sidetracking, emergency disconnection, loss of station keeping, well-control events and accidental releases. Well testing, flowback, flaring, production and field development are outside the assessed scope as no such activities are in the scope of the exploration well. Environmental topics relevant to the offshore and transboundary context include: • seabed morphology and geohazards • marine water and sediment quality; • seabed habitats and benthic communities; • fish and fisheries; • marine mammals and marine turtles; • seabirds and other marine biodiversity; • underwater cultural heritage • submarine telecommunications infrastructure • climate change resilience/adaptation • underwater noise, including potential Vertical Seismic Profiling activities; • air emissions and greenhouse gases; • marine traffic and navigational safety; • waste and wastewater; • introduction of non-native species through ballast water or vessel biofouling; • accidental fuel, chemical or hydrocarbon releases; • interactions with protected areas and protected species; • occupational and community health and safety and • cumulative effects, where applicable; • transboundary effects, where applicable The assessment also considers reasonable project alternatives, including the no-project alternative, alternative locations previously examined during prospect evaluation, and alternative technical and operational approaches where relevant. The ESIA also addresses associated and supporting activities required for implementation of the Project, including marine
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	logistics, helicopter transport, temporary onshore logistics facilities at the Port of Igoumenitsa and Corfu International Airport, waste management, emergency response arrangements and vessel traffic associated with offshore operations. The assessment evaluates direct, indirect, induced and cumulative effects, including interactions with other existing, planned or reasonably foreseeable activities in the wider Ionian Sea region, where sufficient information is available. Potential transboundary effects are considered on a precautionary basis because the well is located approximately 3.16 km from the Greece–Italy Exclusive Economic Zone (EEZ) boundary. The assessment considers the potential for transboundary impacts associated with accidental hydrocarbon releases, vessel traffic, underwater noise, migratory marine species, atmospheric emissions and other environmental pathways that could extend beyond Greek jurisdiction.
Expected environmental impacts of proposed activity (e.g. types, locations, magnitudes)	The principal environmental interactions associated with the planned Project activities are expected to arise from: • temporary physical disturbance of a small area of seabed at the well location; • temporary alteration of seabed conditions due to deposition of drill cuttings and cement residues, including potential smothering effects on benthic habitats and communities; • discharge of water-based drilling fluids, drill cuttings and limited cement returns; • routine treated discharges from the drilling unit and support vessels; • continuous underwater noise from the drilling unit, dynamic positioning system and support vessels; • short-duration impulsive underwater sound by the potential Vertical Seismic Profiling operations; • atmospheric emissions and greenhouse gas emissions from the drilling unit, support vessels, helicopters and temporary shore-base equipment; • temporary lighting from the drilling unit and vessels; • temporary restriction of other marine users from the 500 m safety zone; • vessel and helicopter movements associated with logistics; • temporary handling and storage of materials and wastes at the Port of Igoumenitsa; and • risks associated with accidental releases and other unplanned events.

	Routine environmental interactions are temporary, reversible and geographically limited, reflecting the short-duration nature of the drilling campaign and the use of existing support infrastructure. Planned seabed disturbance, cuttings deposition and routine drilling discharges are expected to be localised and concentrated in the immediate vicinity of the well location, with the greatest effects occurring close to the well site.. The 500 m safety zone is temporary and applies only while the drilling unit is on location. Routine port-related effects are confined to existing operational areas within the Port of Igoumenitsa, while aviation activities use existing facilities at Corfu International Airport and offshore flight routes. Underwater sound has been assessed taking account of sound propagation characteristics and the sensitivity of relevant marine species. Routine environmental interactions are temporary, reversible and geographically limited, reflecting the short-duration nature of the drilling campaign and the use of existing support infrastructure.. As part of a precautionary risk-management approach, potential accidental scenarios have been evaluated through dedicated spill-modelling and emergency-response studies. The Project is temporary and limited to one exploration well. It includes no; production, well testing, flowback or flaring. Most planned operational interactions occur at or close to the well location or along established logistics routes.
Inputs (e.g. raw material, power sources)	The principal Project inputs comprise: • steel casing, tubulars and wellhead equipment; • cement and cement additives; • water-based drilling fluids and associated additives; • fuel for the drilling unit and support vessels; • aviation fuel for helicopter operations; • seawater used for cooling, ballast, drilling-fluid preparation and cementing; • freshwater produced onboard for domestic and operational use; • packaged materials, equipment, provisions and general operational consumables; and • electricity and fuel used for temporary onshore logistics activities.

	Only water-based drilling-fluid systems are proposed. Chemical selection considers technical performance, environmental hazard, expected quantities and exposure pathways, with preference, where technically feasible, for substances with lower toxicity, favourable biodegradability and low bioaccumulation potential. Estimated chemical use for the Project is set out in the Project Chemical Use Plan, which is subject to the applicable review and approval procedures.
Outputs (e.g. amounts and types of: emissions into the atmosphere, discharges into the water system, solid waste)	The main planned outputs from the Project comprise: • water-based drilling fluids and drill cuttings; • limited cement and cement-contaminated fluids; • treated bilge water and controlled deck drainage; • treated ballast water, when applicable; • non-contact cooling water; • desalinated water; • treated sewage and greywater; • food waste and other non-hazardous solid waste; • hazardous wastes retained onboard and transferred ashore; • combustion emissions from the drilling unit, support vessels, helicopters and onshore logistics equipment; and • underwater noise from the drilling unit, vessels and possible vertical seismic profiling. During shallow riserless drilling, water-based drilling fluids and cuttings will be discharged at the seabed near the well location. Once the marine riser is installed, returns will be routed to the drilling unit for treatment and reuse where practicable. Cuttings and residual water-based fluids may be discharged from the drilling unit in accordance with the approved drilling programme and applicable environmental requirements. Drill cuttings or drilling returns identified as contaminated with reservoir hydrocarbons and unsuitable for discharge will be contained onboard and transferred ashore for authorised treatment or disposal. Hazardous waste, such as waste oils, spent chemicals and paint residues, will not be discharged to sea. They will be retained, segregated and transferred to authorised onshore facilities. No emissions associated with production, well testing, flowback or flaring are planned.
Transboundary impacts (e.g. types, locations, magnitudes)	The Asopus-1 well is located approximately 3.16 km east of the Greece–Italy Exclusive Economic Zone (EEZ) boundary and approximately 54.9 km from the nearest Italian coastline and approximately 78 km from the nearest Albanian coastline (Karaburun Peninsula) Given the proximity of the Project to

	the international maritime boundary, potential transboundary effects have been considered in the ESIA in accordance with the Espoo Convention, the UNECE Practical Guide on its implementation, and the EU EIA Directive (2011/92/EU, as amended by 2014/52/EU). The transboundary assessment considers potential effects associated with underwater sound; vessel movements and navigational interactions; authorised routine marine discharges; atmospheric emissions; effects on sediments and benthic habitats; ballast-water and biofouling pathways; accidental releases of fuel or chemicals; and cumulative effects, where relevant. Receptors considered include marine mammals, marine turtles, fish, seabirds, other marine biodiversity, fisheries and other marine users. Routine Project activities are temporary and are principally associated with the immediate offshore operational area, the temporary 500 m safety zone, and the established marine and aviation logistics routes. The safety zone remains entirely within Greek jurisdiction and is in place only for the duration of drilling and well abandonment. The assessment concludes that routine effects — spanning authorised marine discharges, effects on sediments and benthic habitats, underwater sound, atmospheric emissions, vessel movements and helicopter flights — are of local geographic extent, low magnitude, and are temporary and, where applicable, reversible. Numerical modelling of drilling discharges shows that areas exceeding the relevant reference levels remain entirely within the Greek EEZ, with the zone of potentially significant deposition confined to approximately 283–397 m from the discharge point depending on season; consequently, no transboundary effects on seabed morphology or benthic habitats within the Italian EEZ are anticipated. For marine fauna, underwater sound and the presence of the MODU and support vessels may cause temporary avoidance responses by individual animals, but no population-level or significant transboundary effects are expected. Helicopter flights are limited in number and duration and follow established air routes and operational procedures, giving rise to no transboundary environmental effects. Atmospheric emissions are recognised as a potential transboundary pathway, but given the limited duration and scale of operations, no significant transboundary effects on air quality are expected. Accordingly, no routine Project effect is expected to extend into the Italian Exclusive Economic Zone at a magnitude giving rise to significant adverse transboundary effects. Accidental events with potential transboundary consequences have been assessed separately in the accidental-events and
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	emergency-response assessments. Following installation of the K-BOS immediate flow-shutoff arrangement — which halves the already low (order 10^{-4}) probability of an uncontrolled blowout to an estimated 2.08×10^{-8} — the most representative accidental-release scenario adopted for the purposes of the ESIA is a hypothetical instantaneous surface release of 350 m³ of marine gas oil from the fuel tank of a Platform Supply Vessel (PSV) supporting the drilling campaign. This quantity corresponds to only about 30–40% of a typical PSV fuel tank, whereas the corresponding fuel tanks of the large cruise vessels transiting the northern Ionian Sea are at least ten times larger. Stochastic oil-spill modelling was undertaken for two representative seasonal periods: October to March and April to September. Five hundred simulations were conducted for each period using varying wind and current conditions. The modelling assessed surface oil above a thickness of 0.3 µm, oil within the water column above a concentration of 0.058 ppm and shoreline oiling above 1 g/m². Reported probabilities are conditional on the hypothetical 350 m³ release occurring and do not represent the probability that the accidental release itself will occur. The modelling represents the unmitigated fate and transport of the full hypothetical release taking no account of detection, containment, recovery or any other response measures (a deliberately conservative scenario). It therefore describes the potential behaviour of the released marine gas oil in the absence of intervention and provides a conservative basis for emergency preparedness and transboundary assessment. In practice, Project and vessel controls are intended to prevent such a release from occurring and, should a release occur, to reduce its duration, extent and potential consequences. The results confirm a spatially confined, rapidly weathering event. After 30 days, the modelled mass balance indicates that 56.5% of the released oil has evaporated, 28.9% remains dispersed in the water column, 8.8% has biodegraded, 0.4% has reached the seabed and 5.2% has reached the shoreline, with only 0.2% remaining at the sea surface — confirming that the behaviour of MGO is dominated by rapid weathering and dispersion. Consistent with this: • Areas with a probability greater than 90% of surface-oil occurrence remained within approximately 2 km of the release location in both seasonal periods. At lower probabilities, the maximum modelled surface-oil extent
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	reached approximately 122 km during October–March and approximately 166 km during April–September. • Italy — The maximum modelled probability of shoreline oiling above 1 g/m² at any modelled location along the Italian coastline was 5.0% (October–March) and 12.2% (April–September). The minimum modelled arrival time at the Italian shoreline was approximately 2.8 days. • Albania — The maximum modelled probability of shoreline oiling above 1 g/m² at any modelled location along the Albanian coastline was 0.2% (October–March) and 1.4% (April–September). The minimum modelled arrival time at the Albanian shoreline was approximately 4.0 days. Potential effects on marine biodiversity, fisheries and other marine users are considered together with measures for spill prevention, preparedness and response. These measures include vessel assurance and marine operating procedures; navigational and collision-prevention controls; controlled fuel-transfer procedures and emergency shutdown arrangements; implementation of the applicable Shipboard Oil Pollution Emergency Plan and Project emergency-response procedures; availability of spill-response equipment and trained personnel; and arrangements for incident notification, surveillance, containment and recovery. Italy is being notified as a potentially affected Party because of the proximity of the Project to the Greece–Italy Exclusive Economic Zone (EEZ) boundary and the potential transboundary pathways identified by the ESIA and unmitigated surface-spill modelling. Albania is also being notified on a precautionary basis because the unmitigated stochastic surface-spill modelling identifies a low-probability pathway for shoreline oiling in Albania above the modelled threshold. Notification enables the Albanian authorities to review the relevant information and indicate whether they wish to participate in the transboundary environmental assessment procedure. Notification does not imply that the hypothetical accidental event is expected to occur or that significant adverse residual effects in Albania have been determined.
Proposed mitigation measures (e.g. if known, mitigation measures to prevent, eliminate,	The Project incorporates prevention and mitigation measures through Project design, operational controls, environmental management procedures, and emergency response arrangements. Principal measures include:

minimize, compensate for environmental effects)	• use of a dynamically positioned drilling unit, with no planned anchoring and therefore no anchor-related seabed disturbance; • restriction of offshore activities to one temporary exploration well; • use of water-based drilling fluids only; • chemical selection and management based on technical requirements and environmental characteristics; • processing and reuse of drilling fluids where practicable; • cessation of discharge and containment of cuttings or fluids identified as unsuitable for marine discharge; • staged well construction using steel casing and cement barriers; • continuous monitoring of well conditions and maintenance of well-control barriers; • use of a blowout preventer and an independent emergency shut-in device (K-BOS E-SID); • treatment and control of bilge water, sewage, greywater and other vessel discharges in accordance with applicable requirements; • ballast-water treatment and implementation of approved Ballast Water Management Plans; • segregation, containment, labelling and controlled storage of chemicals and wastes; • transfer of hazardous and non-dischargeable wastes to authorised onshore facilities; • use of compliant low-sulphur marine fuel and implementation of spill-prevention controls during fuel, chemical, cargo and waste transfers; • implementation of vessel and Project emergency-response arrangements, including the applicable Shipboard Oil Pollution Emergency Plan; • 24/7 availability of appropriate spill-response equipment and trained personnel during the Project; • maritime notification and management of the temporary 500 m safety zone; • implementation of a Marine Mammals Mitigation Plan (MMMP) prior to vertical seismic profiling, including soft-start procedures, visual monitoring by a qualified Marine Mammal Observer (MMO) and, where applicable, Passive Acoustic Monitoring (PAM), to detect marine mammals and manage injury risk before and during VSP; • a vessel speed restriction of 14 knots (or maximum operating speed where lower) within areas identified in the MMMP as having elevated marine mammal presence, together with safe-distance and approach
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	rules and a procedure for immediate reporting of any collision with a marine mammal or turtle; • recovery of temporary subsea equipment and positioning transponders; • post-operation remotely operated vehicle survey of the well location; and • removal of Project-specific temporary facilities and materials following completion of the campaign. Detailed receptor-specific mitigation and monitoring measures are set out in the relevant ESIA assessments and environmental management plans. The implementation and effectiveness of these measures will be verified through an Environmental Monitoring Programme (EMP) applied throughout the Project. The programme will confirm compliance with applicable environmental requirements and monitor the effectiveness of the mitigation measures, covering — as relevant — drilling discharges, seawater quality, waste management, chemical use, environmental incidents and marine-fauna observations. Monitoring results will be reviewed in accordance with the EMP, and proportionate corrective actions will be implemented where necessary.
Additional information/comments	Supporting information on oil-spill prevention, modelling, preparedness and response is provided in the accidental-events assessment and associated emergency-response documentation.
(iv) Proponent/developer	
Name, address, telephone and fax numbers	Energean Hellas Ltd – Greek Branch Marousi Attiki, 32, Kifissias Avenue, 151 25 Greece General Commercial Registry No.: 155218801001 Telephone: +30 210 8174200 Email: legal@energean.com Fax: Not Applicable Contact person: Angelos Mastrantonis

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(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	
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	
(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	
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	

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	
Additional information/comments	

5. DEADLINE FOR RESPONSE	
Date	