

## Environmental and Social Data Sheet

### Overview

Project Name: KLAIPEDA SEAPORT III  
Project Number: 2017-0178  
Country: REPUBLIC OF LITHUANIA  
Project Description: Rehabilitation, extension and/or deepening of nearly 3.7 km of quay walls of the port in order to facilitate access for larger vessels, which will result in productivity improvements for the port and its operators. The depth and length of the various berths will be increased and certain railway facilities adjacent to the quay walls will be upgraded.

EIA required: No

Project included in Carbon Footprint Exercise<sup>1</sup>: Yes

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

### Environmental and Social Assessment

#### Environmental Assessment

The project is part of the Klaipeda Port Master Plan adopted by the Government of the Republic of Lithuania on December 11<sup>th</sup> 2019, which entered into force on January 1<sup>st</sup> 2020. The Master Plan was subject to an SEA in line with the requirements of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment. The competent authority in charge of the approval of plans and programmes, the Ministry of

Transport of the Republic of Lithuania, issued a statement in June 2017 concerning the approval of the concept alternative no. 4 of the Klaipeda Port Master Plan later adopted by the Government.

The project includes works on quay walls 10, 11, 67, 68, 105, 106, 127, 128, 135, 136, 139, 140, 141, 142, 143 and 143a. In addition, the following embankments (structures located between quay walls) will also be rehabilitated and deepened as part of the project: 127A, 129A, 135A and 142.

All project components fall within Annex II of the Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.

Luxembourg, 23.09.2021

certain public and private projects on the environment. The competent authority issued screening decisions for each of the project components between November 2013 and January 2017 and concluded that no EIA was required for any of the project components.

Furthermore, as reflected in the screening decisions, none of the components is likely to have an impact on Natura 2000 areas located near the project. These areas are *Kuršių nerijos nacionalinis parkas* (Site Code: LTKLAB001), *Kuršių nerija* (Site Code: LTNER0005), *Kuršių marios* (Site Code: LTKLAB010) and *Kuršių marios* (Site Code: LTSIU0012).

No impact on cultural heritage sites exists.

As part of the screening conducted, the competent authority requested the Promoter to implement a number of measures when conducting the works, such as: (i) managing the project waste in compliance with applicable legislation, (ii) conduct dredging and disposal operations in line with the requirements of the environmental legislation, (iii) limit noise emissions of the construction works activities in accordance with applicable standards, (iv) conduct the works during daytime hours and (v) limit the time available to conduct the works during the fish spawning season. In some instances, the competent authority requested the Promoter to proceed with compensation measures for the fish population affected by the works.

### **EIB Carbon Footprint Exercise**

Relative emissions are estimated at -78,000 tonnes of CO<sub>2</sub>eq/yr. These are the average emissions savings expected in a standard year of operations as a result of the project. 45,000 tonnes of emission savings are expected from the scale increase in the vessels used to transport the bulk cargo. The remainder comes mainly from avoided road transport for containerised cargo that would chose other, more distant ports in absence of the project.

Absolute emissions are estimated at 29,800 tonnes of CO<sub>2</sub>eq/yr. These are emissions directly related with cargo handling of the additional volumes in the project port and with hoteling and manoeuvring of the vessels related to this cargo.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

## **Conclusions and Recommendations**

A number of components of the project are already implemented or currently under implementation and no particular issues are envisaged during the execution and operation of the project.

As such, subject to the following undertaking being met, the project is considered acceptable for EIB financing from an environmental and social point of view:

Undertaking:

- The Promoter shall ensure that adequate environmental, social, health and safety management plans, defined according to the legal requirements and related documents, are implemented and monitored during the construction of the project, and will notify the Bank of any unexpected environmental impacts or incidents during the works.