



Luxembourg, 21.12.2022

## Environmental and Social Data Sheet

### Overview

Project Name: *Leixões Port Investments*  
 Project Number: *20180128*  
 Country: *Portugal*  
 Project Description: *Improvement of the maritime accessibility and extension of the breakwater of the Port of Leixões in the North of Portugal*

EIA required: yes  
 Project included in Carbon Footprint Exercise<sup>1</sup>: no

### Environmental and Social Assessment

#### Environmental Assessment

The Promoter is Administração dos Portos do Douro, Leixões e Viana do Castelo (APDL), a public entity responsible by the development and management of the Port of Leixões, in the North of Portugal.

The project was included in the Strategic Plan for 2017-2026 of the Promoter, which was subject to a Strategic Environmental Assessment (SEA) dated September 2020. The cumulative impacts of the several components of the Strategic Plan (including the current project) were evaluated within the scope of the SEA.

The project falls into Annex I of Directive 2014/52/EU amending the Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (EIA Directive). The environmental Competent Authority for EIA purposes is the Agência Portuguesa do Ambiente (APA). As part of the project development two EIAs were carried out: one for the maritime accessibilities (dredging) component, and a second one for the breakwater extension. Additionally, a third EIA was carried out for an associated project within the port service area, the new container terminal (NTL) of the Port of Leixões.

All of the three EIAs considered the three projects mentioned above as associated and/or complementary projects. Additionally, a cumulative impact assessment was undertaken within the scope of the EIA undertaken for the NTL project.

The Environmental Impact Statement (DIA - Declaração de Impacto Ambiental) was issued by the Competent Authority (APA), on the 28<sup>th</sup> August 2018, both for the breakwater and the dredging projects. Regarding the NTL project, the DIA was issued by the Competent Authority on 21<sup>st</sup> December 2020.

<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 CO2e/year absolute (gross) or 20,000 tonnes CO2e/year relative (net) – both increases and savings.



Luxembourg, 21.12.2022

The main environmental impacts identified in the EIA reports and related environmental permits include and distinguish impacts during construction vs. operation and temporary vs. permanent. The most significant impacts occurring during the construction phase are: additional road and machinery traffic in the vicinity of the site (with the associated noise and vibration production), additional vibration generated in the maritime environment, temporary visual impacts mainly from the urban shore side, temporary decrease of water quality and increase in turbidity, disturbance of local marine ecosystems (namely in the sea bottom and closer to the existing breakwater).

During the operation phase the main negative impacts identified in the EIA reports and related environmental permits are: permanent landscape change, changes on the local hydrodynamics and sediment dynamics (with negative impacts in the local water sports sector), disturbance of local marine ecosystems during maintenance operations.

As positive impacts, the EIA reports and the related approvals identify the following: local and regional economic growth and related job generation, alignment with the regional and national planning instruments and studies, and the increase of the nautical safety in the access to the port.

The EIA reports also define (and the related environmental permits subsequently include) several mitigation measures, including prescriptions to be undertaken before, during and after the completion of the construction works. These measures include: adequate organization and planning of the constructions methods (taking in account the synergies between both project components and reducing impacts in certain areas and timelines), periodical beach nourishing and sediments management in the Matosinhos beach, creation of artificial reefs in other local beaches to favour the practice of waves sports, undertake a social economic study to identify development opportunities for the wave sports industry in a regional context and the implementation of monitoring and management plans.

In general, as per the environmental permits and related documents, the main negative impacts are expected to range between significant and negligible after the implementation of the related mitigation measures. The permanent positive impacts have been classified as very significant in the related environmental permits.

The national Competent Authority on protected sites (including Natura 2000), the Instituto da Conservação da Natureza e das Florestas (ICNF) confirmed that the project is not likely to have significant impacts on Natura 2000 and other protected sites due to its location within the existing port service area and the access channel, away from the closest protected sites.

The EIA Report also includes a section evaluating the impacts of the project on the water bodies defined as per the Water Framework Directive, as transposed to national Portuguese law. This section has also been reviewed by the Competent Authority, the Administração de Região Hidrográfica do Norte – Departamento de Recursos Hídricos (ARHNorte/DRH), included in APA, as per opinion transposed into the opinions of the EIA Evaluation Commission, dated of July 2018. The river basin where the project is located is Região Hidrográfica do Cávado, Ave e Leça (RH2). The water bodies evaluated, located in the vicinity of the project are: Massa de transição de “Leça” (PT02LEC0139) and Massa de água costeira “CWB-I-1B” (PTCOST2). It was concluded that the negative impacts are not significant and should be mitigated by the appropriate mitigation measures.

The investments are related to the development of port infrastructure. These are expected to contribute to Climate Action mitigation through its partial contribution to modal shift from road to less carbon intensive transport modes, like rail and maritime. Therefore, the project is aligned with the EIB Climate Bank Roadmap.



Luxembourg, 21.12.2022

## Public Consultation and Stakeholder Engagement

The EIA Reports for the Maritime Accessibilities (dredging) and for the Breakwater Extension projects were subject to the required public consultation as defined in the Portuguese Law (RJAIA – Regime jurídico de avaliação de impacto ambiental) as transposed from the EIA Directive. These procedures were undertaken between 16<sup>th</sup> April and 29<sup>th</sup> May of 2018 and all the relevant documents were made available to the public, both physically and electronically.

Similarly, the EIA Report for the New Container Terminal was subject to the required public consultation. In this case, the procedures were undertaken between 31<sup>st</sup> July and 10<sup>th</sup> September of 2020 and all the relevant documents were made available to the public, both physically and electronically.

According to information provided in the environmental permits, the comments and observations made by consulted public entities, local authorities, associations and general public were object of analysis and considered in the final decision. All the comments and observations made during the public consultation were compiled in a report and subsequently made available to the public.

## Other Environmental and Social Aspects

The Promoter has implemented an integrated management system certified in accordance with international standards ISO 9001:2015 (Quality management), which will be briefly integrated with ISO 28000:2007 (Supply chain security management system), ISO 27001:2013 (Information security management system), ISO 45001:2018 (Health & Safety) and ISO 14001:2015 (Environmental management). Additionally, all the main terminals and facilities at the Port of Leixões comply with the requirements of ISPS (International Ship and Port Facility Security) Code as certified by the national competent authority DGRM (Direção Geral de Recursos Naturais, Segurança e Serviços Marítimos).

The preparation of all the documents related to the environmental studies was carried out with the support of external consultants supervised by the Promoter. It is also foreseen that all the environmental monitoring activities to be undertaken during construction will be carried out under similar arrangements.

## Conclusions and Recommendations

In this context, the following conditions and undertakings have been defined and shall be applied:

### Undertakings:

- The Promoter shall ensure that all the environmental and social mitigation and compensation measures (including the required environmental, health & safety monitoring and management plans) will be implemented in accordance with the relevant studies and the corresponding environmental authorisations, and will notify the Bank of any unexpected environmental impact or incident during implementation of the project.

Subject to the compliance of the above conditions and undertakings, the project is considered acceptable for EIB financing.