

Environmental and Social Data Sheet

Overview

Project name:	EU FUNDS MARITIME INVESTMENTS ALLOCATION
Project number:	2023-0932
Country:	Poland
Project description:	The project includes the deepening of the Świnoujście–Szczecin waterway, the modernisation of breakwaters in the North Harbour in Gdańsk, upgrades to the port infrastructure in Świnoujście as well as the construction of the overflow car park for lorries at the ferry terminal.
EIA required:	Yes
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

The project includes investments in four different components:

1. Modernisation (deepening) of the Świnoujście–Szczecin waterway to a depth of 12.5 m;
2. Modernisation of breakwaters in the North Harbour in Gdańsk;
3. The upgrade of port infrastructure in the Port of Świnoujście in the context of the action Sweden-Poland Sustainable Sea-Hinterland Services 'Sustainable Świnoujście - Trelleborg MoS based on upgrading port infrastructure, developing intermodal transport and integrating hinterland corridors';
4. The construction of the overflow car park for lorries at the ferry terminal in Świnoujście;

The promoter for all components is the Ministry of Infrastructure and Development of the Republic of Poland.

Environmental Assessment

Component 1 – Deepening of the Świnoujście–Szczecin waterway

The component concerns deepening of some 60 km of the Swinoujscie- Szczecin fairway to 12.5 m. The works include widening works at the curves and transitional sections, the construction and redevelopment of the embankments and hydrotechnical structures together with adjacent infrastructure reconstruction and the deepening and widening of the fairway ship turning circles, as well as the modernisation of navigation aids and the Navigation Sign Base.

It is included in the National Strategy for the Development of Transport adopted by the Council of Ministers of the Republic of Poland on 13 October 2014 which was the subject of an SEA procedure in line with the requirements of Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment.

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.

The deepening works of this component fall within Annex I of Directive 2011/92/EC as amended by the Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment (the EIA Directive) and, as such, they underwent a full EIA procedure. The works related to the Navigational Sign Base fall within Annex II of the same directive, and they underwent a screening which concluded with a screening out decision on 17 April 2015 issued by the President of the City of Szczecin on 24 August 2015 (decision WGKiOS-II.6220.1.32.2015.DMI).

For the deepening works, the following impacts were identified:

- a. Water and soil: the considerations looked at the whole Szczecin Lagoon, (a circa 55km by 22km water body), including the existing and functioning sea way, which currently has a depth of no less than 10,5m. The analysis considered hydrology and hydraulic regime as well as considerations required by the Water Framework Directive. The conclusion is that while the project will not impact any of the 3 ground water bodies involved it may have an impact on the achievement of good status/potential for 2 (out of 3) surface water bodies. In both cases the potential impacts were considered uncertain and therefore required the application of the precautionary principle in cases where impacts could not be excluded;
- b. Habitats, including Natura 2000 sites: the analyses carried out in accordance with the requirements of the EIA and the Habitats Directives are included in a separate section (volume II) of the EIA report. The report considered impacts on the following Natura 2000 sites: SPA Delta Swiny PLB320002, SPA Zalew Szczecinski PLB320009, SAC Ujscie Odry i Zalew Szczecinski PLH320018 and SAC Wolin i Uznam PLH320019. The analysis during the EIA procedure also took into account the two other sites located relatively close to the proposed development, i.e the PLB320003 Dolina Dolnej Odry and DE2250471 Kleines Haff, Neuwarper See und Riether Werder, as well as other protected areas (nature and landscape sites Debina and Torfowiska Uznamskie) and 11 formal protection zones concerning nesting of predatory birds (Polish ochrona strefowa ptakow), and the northern migration corridor (concerning migration of large mammals). The EIA report notes the modifications to the system resulting from the project – in particular concerning dredging and creation of artificial islands and the works on embankments (including in places where the waterway will be broadened), and identifies the resulting potential impacts on species and habitats, proposing numerous mitigation measures and concluding that there will be no significant negative impacts, including on the Natura 2000 network, its integrity and coherence;
- c. Air pollution and noise: the issue concerns mainly temporary effects during construction. The impacts during exploitation, considered and modelled also during exploitation phase, will not cause breaching of ambient standards. Given the large open space and the potential for noise propagation during dredging operations, the proposed mitigation measures concerned the use of best practices when operating the dredging equipment and a limitation to conduct works during certain periods.;
- d. Cumulative impacts: other projects in the area – in particular concerning other port developments were considered – however the conclusion was that any potential cumulative impacts may only be of concern during the projects' construction works and will be of a temporary nature only;
- e. Transboundary impacts: the competent authority requested additional information in relation to this potential impact. However, considering that the waterway has been functioning for many years, and that activities such as sea traffic and dredging are routinely happening and given that the activity is not likely to result in significant negative impacts transboundary impacts were considered as unlikely and no procedural steps were taken on the issue;



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- f. Other impacts: such as landscape, human health, bathing areas, monuments and cultural heritage, climate, potential for contamination due to emergency situations were also considered (and are mentioned in the justification of the decision).

Component 2 – Modernisation of breakwaters in the North Harbour in Gdańsk

This comprises (i) the rehabilitation of the existing North breakwater (length: 1625 m), (ii) the rehabilitation of the existing island breakwater (length: 653 m), (iii) the extension of the existing central breakwater (new construction, length: 853 m), (iv) the construction of a new breakwater to the Southeast (length: 826 m), (v) the dredging works required for the creation of an additional turning basin, a branch of the port's approach channel and an internal channel connecting the new turning basin with the existing one used for manoeuvring of dry bulk and container vessels, (vi) the relocation of existing navigational beacons and the supply and installation of the required additional ones, as well as (vii) the construction of a platform between the existing central breakwater and its extension, to be used for the temporary rest of birds migrating from North to South in line with the environmental requirements.

It is included in the National Strategy for the Development of Transport adopted by the Council of Ministers of the Republic of Poland on 13 October 2014 which was the subject of an SEA procedure in line with the requirements of Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment.

The reconstruction and extension of existing breakwaters and construction of the new east and south-east breakwater as well as deepening the approach channel and turning point and modernisation of the northern breakwater fall within Annex II of Directive 2011/92/EC as amended by the Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment (the EIA Directive). They underwent a full EIA procedure. The works concerning navigational beacons are not subject to the requirements of the EIA procedure.

The EIA procedure concerning the eastern breakwater (including the bird platform), the approach channel and the turning point resulted in environmental decision issued by the Competent Authority on 5 September 2016 (decision RDOS-Gd-WOO.4211.30.2014.KSZ.18).

The procedure concerning the northern breakwater resulted in environmental decision (a negative screening decision) issued by the Competent Authority on 28 January 2016 (decision RDOS-Gd-WOO.4211.13.2015.AJA.11).

The main impacts considered during the procedure included:

- a. Protected areas: including Natura2000 sites and in particular the bird populations;
- b. Construction stage: in particular noise and air pollution and potential for water pollution from construction equipment were considered also mainly as to their potential impacts on the protected species; it is noted that the development takes place within an existing, functioning port area, therefore the impact on residential areas is practically non-existent;
- c. Dredging and disposal of dredged material: considerations of impacts included recommendations as to technical means of dredging (including timing/seasons and speed at which disturbance would be minimised), impacts of the different proposed disposal sites and methods;
- d. Cumulative impacts: other projects in the area – in particular concerning other port developments were taken into account – and in fact some project components (e.g. the

bird platform) were meant as a measure to help mitigate the overall impact of port development;

- e. Transboundary impacts: these were considered as unlikely and no procedural steps were taken on the issue;

The project lies within the area of an existing and functioning port. However, the coastal waters involved are a Natura 2000 site SPA Zatoka Pucka PLB220005. The analysis during the EIA procedure included, following the requirements of national legislation, assessment in accordance with article 6.3 of the Habitats Directive and while concentrating on the SPA Zatoka Pucka also took into account other protected areas in the vicinity of the project, considering also disposal of the dredged material, such as PLB990002 Przybrzezne wody Bałtyku, PLB220004 Ujście Wisły, PLB280010 Zalew Wisłany, PLB220030 Twierdza Wisłoujście, PLH220054 Widowo, PLH220072 Kaszubskie Klify, PLH220032 Zatoka Pucka i Polwysep Helski, PLH220105 Klify i Rąfy Kamienne Orłowa, PLH220044 Ostoja w Ujściu Wisły, PLH280007 Zalew Wisłany i Mierzeja Wisłana, nature reserves Widowo, Kepa Redłowska, Przyladek Rozewski, Dolina Chłapowska, Beka, Mechelinskie Łaki, Ptasi Raj, Mewia Lacha and landscape protection parks and protected landscape areas Nadmorski Park Krajobrazowy, Park Krajobrazowy Mierzeja Wisłana, Wyspy Sobieszewskie.

The considerations reported in the justification of the environmental decision concern impacts on numerous species and habitats, referring in each case to the significance of the impact, both locally and for the population in the area as a whole, referring in particular to the impacts of the chosen methods of disposal of the dredged material and providing justification for the effectiveness of the proposed mitigation measures (this information is contained on pages 15-23 of the decision). Mitigation measures included restrictions concerning timing of the works, providing an additional nesting site (as part of the proposed development) for species which are protected in the SPA Zatoka Pucka, technical solutions for dredging and disposal of dredged material.

The project's impact on the Natura 2000 network was analysed and ruled out during the EIA procedure, which also involved an appropriate assessment. The conclusion of no significant negative impacts on protection objectives of Natura 2000 sites was substantiated by a Natura2000 declaration concerning the northern breakwater.

The public was informed about all stages of the procedure – from initiation, through public availability of documents, to readiness to take decision and the issuing of the decision. The time for public consultations and public availability of the EIA report took place in July 2016. The announcements were placed on the bulletin boards and web page of the Competent Authority and the City of Gdansk. No comments were submitted during the procedure, neither by the general public, nor by parties to the procedure.

Component 3 – Upgrade of port infrastructure in the Port of Świnoujście

This component includes works for the modification of berths 5 and 6 within the port to create a larger berthing facility, the construction of new intermodal handling rail tracks and the reconstruction of rail track numbers 61 to 67 on berths 4 and 5, the construction of three waiting and manoeuvre yards for trucks together with the connection to the access flyover in the port and the purchase of port handling equipment.

This component was the subject of an SEA procedure in line with the requirements of Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment.

The project was subject to an EIA procedure. The competent authority issued an environmental permit on 9 March 2015 which was later amended on 8 August 2015.

As part of the conducted procedures, the following impacts were identified:

- a. Natura 2000: the nearest Natura 2000 site is the site of Community importance for Wolin and Uznam PLH320019 and is located at about. 1,3 km from the location of the project. The report concluded that after an analysis of the location of the investment in relation to Natura 2000 sites at the stage of the implementation and operation of the project, it will not have a negative impact on the site. There report confirmed there would also be no negative impact in relation to the conservation objectives for which the Natura 2000 sites have been designated. The implementation of the investment did not change its environmental structure, its coherence, and its proper functioning;
- b. Soil and water: The component is not located in an area likely to be at risk of flooding. There were no main underground reservoirs identified in the area. The nearest being GZWP No 102 – Wolin Island reservoir, is located approx. 10 km east of the investment on which no impact was expected. Three larger groundwater intakes are in the immediate vicinity of the project. The investment in question is outside the scope of the protection zones. The project lays in the Oder River Basin Area around the surface water body (JCWP) Zalew Szczeciński PLTWIWB8 and in the groundwater body area No 1 PLGW67001. The Water Management Plan for PLTWIWB8 stated that there was a risk of failure to achieve the environmental objectives. However, derogations have been made because, due to natural conditions, 6 years is a too short recovery period, even if the pressure on the water body is eliminated. These water bodies are receiving pollution from a large area of land and their status is directly dependent on the status of the inland water body as well as the enormous pressure on the hinterland. In the Water Management Plan for groundwater, for the PLGW67001, the status of water was assessed as poor and the risk of failing to achieve the objectives as being at risk. This water body was subject to a derogation due to excessive abstraction of groundwater while water resources decrease, and salt water intrudes. Following the implementation of the Action Programme, the reports confirm that good status can be achieved by 2021;
- c. Hydro-morphology: dredging of the bottom will affect the structure of the bottom but will not change its quality;
- d. Physicochemical elements: Excavation was expected to cause local opacity of the water. This was expected to affect the periodic deterioration of parameters such as total suspended solids, dissolved oxygen and other indicators characterising oxygen conditions and organic pollutants. The impact of opacity on the physicochemical parameters of water quality was not expected to be strong. This would be a short-term impact related to the implementation phase and would not affect the physio-chemical parameters of the area. No pollutants would be discharged into the aquatic environment. In the case of works carried out on the land side, provided that the earthworks are carried out correctly, it was not expected to affect groundwater and surface water;
- e. Dust and gas emissions to air: the implementation of the investment was considered a potential source of emissions of particulate matter and gaseous substances into the environment. As a result of the construction works, pollutants from the combustion of fuels in engines propelling machinery and equipment and hydrocarbons released during finishing work were expected to be released into the air. The impact during the construction phase were considered temporary in nature and would not affect air quality in the long term. During the operational phase of the investment, fugitive emissions from vessels and land equipment (wheeled vehicles, transshipment) were expected. The calculations presented in the reports showed that there were no exceedances in terms of gaseous emissions of pollutants into the air;

- f. Noise emissions: The results of the calculations presented in the report show that the planned project would not result in exceeding the permissible noise levels in an acoustically protected environment at the operational stage, so that, in accordance with the applicable rules, the investment in question would not be detrimental to the environment from an acoustic point of view. Cumulative impact studies were carried out. The results of the calculations obtained and presented show that the project in question, together with the entire site around it, would not result in exceeding the permissible noise levels in the acoustically protected environment. In accordance with the mandatory provisions, the investment in question was not considered detrimental to the environment. However, given that the distribution of the isophone of the noise limit values set for the exploitation phase of the project, as set out in the report, showed that they have occurred in the immediate vicinity of the boundaries of the protected areas, the promoter was required to carry out the monitoring measurements within 12 months of the start of operation of the project after the works are completed;

Component 4 – Construction of the overflow car park for lorries at the ferry terminal in Świnoujście

The component includes the construction of additional parking space for trucks to meet the increased demand at peak times. In addition, a provision was made for the construction of automatic toilets, a commercial building, a transformer station, and ground lighting. The implementation of the investment resulted in approximately 278 truck parking spaces. The total surface area of the facility is approximately 49,307 m².

The works related to this component fall within Annex II of the EIA Directive and, as such, they were subject to a screening. On 7 January 2019, the competent authority concluded that an EIA report is not required for the concerned investment and defined the conditions for the implementation and operation of the facility.

Public Consultation and Stakeholder Engagement

Public consultations were carried out under the corresponding EIA procedures, as described above.

Other Environmental and Social Aspects

At the time of performing the project appraisal all components of the investment are implemented and operational.

Conclusions and Recommendations

Considering the overall impact of the project and all its components, the proposed mitigation plans, the capacity of the promoter to successfully implement them and the fact that all components are implemented and operational, the project is acceptable for EIB financing in E&S terms.