European Investment Bank

Luxembourg, 2nd September 2025

Environmental and Social Data Sheet

Overview

Project name:	PORT OF GOTHENBURG I
Project number:	2024-0169
Country:	Sweden
Project description:	The project, situated in the Port of Gothenburg within the city of Gothenburg (Sweden), involves the reinforcement and deepening of approximately 700 meters of quay walls to facilitate containerised cargo handling. It forms part of the Skandiaporten project, a collaboration between the Swedish Transport Administration, the Swedish Maritime Administration and the Port of Gothenburg which aims at increasing the capacity of the deep-sea terminal to accommodate larger and/or more loaded ships. The related works include, among other activities, excavation, bank piling to secure the rock bottom, a new crane beam, replacement of sheet piling, construction of a new quay front, dredging, and erosion protection measures.
EIA required:	Yes
Project included in Carbon Footprint Exercise[1]:	Yes

Environmental and Social Assessment

Environmental Assessment

The project is not part of a plan or programme subject of a strategic environmental assessment in line with the requirements of the 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.

It falls in Annex II of EIA Directive 2011/92/EU as amended by the Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment. Following a screening decision, an EIA report was produced and together with a permit application they were submitted to the Land and Environmental Court (the competent authority) in December 2020. The main hearing at the Land and Environment Court took place between 1 and 3 June 2022, and the final environmental approval became effective on 21 October 2022.

The project is expected to yield several positive environmental impacts, particularly in terms of long-term ecological enhancements and sustainable transport. By enabling direct calls from large container vessels, the project reduces the need for transhipment and long-haul trucking, thereby lowering greenhouse gas emissions and improving energy efficiency in freight transport. Additionally, the reuse of clean dredged material to create artificial hard-bottom habitats is anticipated to enhance local biodiversity, particularly benefiting species such as lobster and fish. The project also includes the removal of contaminated sediments, which

[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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contributes to improved sediment quality and reduced pollutant loads in the marine environment.

On the other hand, the project entails several negative environmental impacts, primarily during the construction phase. These include temporary increases in water turbidity, sedimentation on sensitive habitats like eelgrass beds and blue mussel banks, and underwater noise from dredging and blasting that may disturb fish and marine mammals. To mitigate these effects, the project incorporates measures such as environmental dredging with closed buckets, seasonal restrictions to protect sensitive species, relocation of mussels, and the creation of new hard-bottom habitats using blasted rock. Despite these efforts, some moderate residual impacts remain, particularly localized habitat loss and temporary disturbance to marine fauna. However, these are deemed acceptable due to their limited spatial and temporal scope, the robustness of the affected ecosystems, and the project's overall high societal and environmental benefit.

The potential impacts of the project on two nearby Natura 2000 sites was considered:

- *Torsviken* (SE0520055) – a wetland area important for bird species located approximately 2 km away from the project site. Modelling showed that turbidity from dredging would be negligible, and no significant effects on birdlife or habitat integrity were expected;
- *Vrångöskärgården* (SE0520001) – a coastal archipelago important for marine mammals located approximately 15 km away from the project site. While underwater noise from blasting was considered, it was assessed that the predicted levels would not compromise the conservation status of these species.

The competent authority confirmed that the project is not likely to have significant effects on any Natura 2000 sites and therefore an appropriate assessment as described by Article 6(3) of Directive 92/43/EEC was not considered necessary.

The project poses several biodiversity challenges, particularly due to the removal and alteration of sensitive marine habitats such as eelgrass beds, blue mussel banks, and biogenic and geogenic reefs, which serve as critical feeding and nursery grounds for various fish and invertebrate species. To mitigate these impacts, the project includes a range of measures such as the relocation of blue mussels, seasonal restrictions to avoid sensitive periods for marine life, and the creation of approximately 1.5 hectares of new hard-bottom habitats using clean blasted rock as mitigation and protective actions for lost reef structures. These artificial habitats are expected to support recolonization and enhance local biodiversity over time. Despite these efforts, some residual impacts remain, including the temporary loss of benthic fauna and localized habitat disruption; however, these are considered acceptable due to their limited spatial extent, the resilience and recovery potential of the affected ecosystems, and the project's overall contribution to sustainable transport and reduced emissions.

Furthermore, the competent authority confirmed that the project will not lead to deterioration of the status of water bodies as per the interpretation of Directive 2000/60/EC, Water Framework Directive. The EIA report also concludes that the planned activities are not expected to compromise the objectives of the Marine Strategy Framework Directive. Specifically, the report states that the project will not lead to a deterioration of the environmental status of the affected marine waters, nor will it hinder the achievement of good environmental status as defined under the Directive.

The project contributes to climate change mitigation by improving energy efficiency and reducing emissions in freight transport. By enabling direct calls from large, modern container vessels, it reduces reliance on transhipment and long-haul trucking, both of which are more carbon intensive. It will also enable the future use of onshore power supply systems for the vessels calling at the terminal. While construction will cause temporary emissions, these are short-lived.

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The promoter assessed climate change adaptation considerations, particularly in relation to sea level rise and infrastructure resilience. A risk assessment was conducted, including evaluations of nautical risks and operational safety under future climate scenarios. It concluded that the planned quay structures, which will be built at the same capping level as the existing ones, are not expected to be adversely affected by projected sea level rise within their expected lifespan. The vulnerability of the project to physical climate risks is considered low, and no significant residual risks remain, making the adaptation measures both sufficient and acceptable.

The project has been assessed for alignment with the goals of the Paris Agreement, and it is fully aligned with both the low-carbon and climate resilience objectives, in accordance with the European Investment Bank's Climate Bank Roadmap (CBR). The project meets the low-carbon criteria by supporting a modal shift from road to rail and enabling direct calls from large, energy-efficient vessels, thereby reducing greenhouse gas emissions per unit of freight. On the resilience side, the project incorporates climate risk assessments and adaptation measures, including infrastructure design that accounts for sea level rise and extreme weather, ensuring long-term operational reliability.

EIB Carbon Footprint Exercise

The estimated annual emissions of the project are -50,000 tonnes of CO2 equivalent per year. The calculation is based on the traffic and emissions calculations conducted by the promoter and reviewed by the EIB. The alternative to the project is that traffic processed through the project's port would be carried out by road transport.

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.

EIB Paris Alignment for Counterparties (PATH) Framework

The counterparty, Port of Gothenburg AB, is in scope and screened out of the PATH framework, because it is not considered high vulnerability or in a high emitting sector.

Public Consultation and Stakeholder Engagement

The public consultation for the project was conducted in several stages. Initial consultations with the County Administrative Board of *Västra Götland* took place in March 2020, followed by more detailed consultations with other authorities, as well as with property owners and community associations. A supplementary written consultation was held in summer 2020, specifically concerning the construction of artificial reefs, targeting a defined group of affected authorities, businesses, and property owners. Feedback was accepted until the end of August 2020. The consultation was publicly announced in the Göteborgs-Posten newspaper and on the websites of the Swedish Maritime Administration and the promoter.

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, the project is acceptable for EIB financing in E&S terms.