



Land/Sea Cover and Land/Sea Uses in Relation to an Environmental Impact Assessment (EIA)


As per ERA requirements for PA/O4448/22

Report



LAND/SEA COVER AND LAND/SEA USES
AIS REF. No: **PRJ-ENV694**
CLIENT REF. No: **CT3025/2022**
FIRST VERSION

PUBLICATION DATE
02 May 2023

 AIS Environment Ltd,
AIS House, 18, St. John Street,
Fgura, FGR 1447

 +356 21803374
 www.aisenvironment.com
 info@ais.com.mt

VAT No: MT 1457-1625
Reg No: C18445

PART OF  AIS GROUP



DOCUMENT REVISION HISTORY

DATE	VERSION	COMMENTS	AUTHORS / CONTRIBUTORS
24/03/2023	1.0	First Version	Elena Portelli Siân Pledger
03/04/2023	2.0	Second Version	Elena Portelli
02/05/2023	3.0	Third Version	Elena Portelli

DISCLAIMER

This report has been prepared by AIS Environment with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of Interconnect Malta; no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from AIS Environment. AIS Environment disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of the work.

TABLE OF CONTENTS

1	Scope	6
2	Terms of Reference.....	9
3	Methodology	10
3.1	Area of Influence.....	10
3.2	Preliminary Literature Review	12
3.3	Site Survey.....	12
3.4	Secondary Literature Review	12
3.5	Evaluation	12
4	Baseline Study.....	13
4.1	General Description of the Area of Influence	13
4.2	Surrounding uses at the AoI.....	20
4.2.1	Terrestrial Environment.....	20
4.2.2	Marine Environment	35
5	Impact Assessment	41
5.1	Impact Significance Criteria.....	41
5.2	Impacts on Land Uses	44
5.2.1	Construction Phase	44
5.2.2	Operational Phase.....	44
5.3	Impacts on Sea Uses.....	45
5.3.1	Construction Phase	45
5.3.2	Operational Phase.....	45
6	Mitigation Measures, Residual Impacts and monitoring	46
6.1	Mitigation Measures and Residual Impacts.....	46
6.2	Monitoring.....	46
7	Summary of Impacts	47
	Appendix 1.....	48
	Appendix 2	56

LIST OF FIGURES

Figure 1: Proposed Interconnector route in the Maltese Exclusive Economic Zone (EEZ).....	8
Figure 2: Area of Influence for the land/sea cover and land/sea uses study.....	11
Figure 3: Wheat fields within the South-West region of the Onshore AOI (21 st February 2023).....	14
Figure 4: Excavated area in preparation for a future Landfill Site in the West region of the Onshore AOI (21 st February 2023).....	14
Figure 5: Għallis landfill at the Northern region of the Onshore AOI.....	15
Figure 6: Coastal garigue interspersed with natural and alien plantations at the Northern region of the onshore AOI (21 st February 2023).....	15
Figure 7: A Bi-Directional coast road at the northern region of the onshore AOI (21 st February 2023).....	16
Figure 8: Central Malta Local Plan Strategy Map (Source: CMLP, 2006).....	17
Figure 9: Area policy Map for Baħar ic-Cagħaq, Naxxar (Source: CMLP, 2006).....	18
Figure 10: Naxxar Coastal and Rural Area Policy Map (source: CMLP, 2006).....	19
Figure 11: Land uses in the study area – General Overview	21
Figure 12: Land Uses within the Onshore AOI - South Region	22
Figure 13: Land uses within the Onshore AOI - North Region.....	23
Figure 14: Enemalta terminal station at the South region of the Onshore AOI (21 st February 2023).....	24
Figure 15: Storage trailers within the Civic Amenity Site in the Southern region of the onshore AOI (21 st February 2023).....	25
Figure 16: South gate to the ECOHIVE complex at the Southern region of the Onshore AOI (21 st February 2023).....	25
Figure 17: Internal access roads and container storage facilities within the ECOHIVE complex - South region of the Onshore AOI (21 st February 2023).....	26
Figure 18: New landfilled zone in the East region of the onshore AOI (21 st February 2023).....	27
Figure 19: Excavated area - future engineered landfill site (21 st February 2023).....	27
Figure 20: Malta North facility in the Northern region of the onshore AOI (21 st February 2023).....	28
Figure 21: Għallis landfill in the Northern region of the onshore AOI (21 st February 2023).....	29
Figure 22: Wheat fields bordered with flowering plants in the South-West region of the onshore AOI (21 st February 2023).....	29
Figure 23: Wheat fields bordered with tree plantations in the Western region of the AOI (21 st February 2023).....	30
Figure 24: Garigue flanked with tree plantations on the Northern region of the Onshore AOI (21 st February 2023).....	31
Figure 25: Garigue interspersed with alien species in the Northern region of the onshore AOI (21 st February 2023).....	31
Figure 26: Coastal garigue and rocky coastline in the Northern region of the Onshore AOI (21 st February 2023).....	32

Figure 27: Triq ir-Ramla, Naxxar within the Southern region of the onshore AOI (21st February 2023)	33
Figure 28: Access roads within the ECOHIVE complex (21st February 2023).....	33
Figure 29: Concreted road outside of the ECOHIVE facility providing access to boatyards and fields in the South region of the AOI (21st February 2023)	34
Figure 30: Rural unsurfaced roads within the North region of the onshore AOI (21st February 2023)	34
Figure 31: Offshore AOI and surrounding Sea Uses (source: Project Description Statement, 2023)	35
Figure 32: Cable route in relation to Trawling Area 'D' and Bunkering Area 1 (Source: Offshore cable route selection report by SPS, Feb 2023).....	36
Figure 33: Cable route in relation to Trawling areas 'I' and 'M' (Source: Offshore cable route selection report by SPS, Feb 2023)	36
Figure 34: Average vessel routes (all types) within the offshore AOI (Source: EMODNET, 2021).....	38
Figure 35: Marine Protected Areas within and in close proximity to the offshore AOI	39
Figure 36: Seabed substrates (Source: EMODNET, 2021).....	40
Figure 37: Large-Scale Central Malta Local Plan Strategy Map (Source: CMLP, 2006)	57
Figure 38: Large-Scale Area policy Map for Baħar ic-Cagħaq, Naxxar (Source: CMLP, 2006)	58
Figure 39: Large-Scale Policy Map of Naxxar Coastal and Rural Area (source: CMLP, 2006)	59
Figure 40: Large-Scale Land use map of the study area	60

LIST OF TABLES

Table 1: Criteria for the duration of the impact	41
Table 2: Criteria for the probability of the impact occurring	41
Table 3: Criteria for the nature of the impact	42
Table 4: Criteria for the consequences of the impact.....	42
Table 5: Criteria for the sensitivity of receptors to the impact	42
Table 6: Criteria for the reversibility of the impact.....	43
Table 7: Criteria for the impact significance	43
Table 8: Summary of impacts table.....	47

1 SCOPE

This report describes the land/sea cover and land/sea use impacts arising from the construction and operation of the proposed development (PA/04448/22). The aforementioned application covers the “*construction of the second cable link inter-connector project. The proposal includes trenching, laying, cable jointing and installation between the Enemalta 132kV Maghtab Terminal Station and the near shore approach, construction of underground join bays, a trench-less transition from onshore to offshore and the laying and protection of the submarine cable up to the median line between Maghtab, Naxxar and Ragusa, Sicily*”.

The proposed development, hereinafter referred to as the “Scheme”, involves aims to secure the electrical supply to the Maltese Islands.

This technical study identifies the land/sea cover and land/sea uses in the area and assesses the impacts caused in relation to the EIA for the proposed redevelopment, in line with the requirements issued by the ERA for EA 00018/21.

The proposed cable shall connect Malta to the TERNA 220kV substation located in Sicily. The primary aim of the project is to transmit electricity via a second electrical interconnector (IC2) between Maghtab, Naxxar (Malta) and Contrada Cimillà, Ragusa (Sicily).

The length of the submarine cable is estimated to be 99.6km, while the onshore cable is estimated to be around 1.8km in Malta and between 20.6km in Sicily. The transmission voltage to Malta shall be at 220kV with transformation to match the local 132kV network in Malta. To maximize the project’s benefits, the proposed interconnector shall operate in parallel with the existing link.

Malta is already connected to the European electricity grid through a submarine cable interconnection (IC1) to Sicily since 2015. Once the new project is implemented, Malta will be better equipped to address the ever-increasing electrical demand attributed primarily to economic growth and increasing population. Furthermore, the project will also be an enabler of further renewable energy generation as it can allow for Renewable Energy Sources (RES) intermittency. The need for such a project also stems from the European Green Deal and other policy documents which oblige member states to prioritise carbon emission neutrality by 2050. In fact, the proposed cable is expected to reduce the dependency on fossil fuel power generation at Delimara Power Station and increase the security of supply with the potential for increased energy input from renewables.

In order to minimise the environmental impact of the project, the Applicant is proposing to make use of the existing transmission station just outside the ECOHIVE complex, in Maghtab, Naxxar. On shore, the cable shall be installed in underground trenches passing through or in close proximity to the ECOHIVE complex which is operated by WasteServ Malta. The onshore and nearshore approaches will be

connected via trenchless drilling techniques passing underneath the Coast Road, which forms part of the Ten-T network. The offshore cable shall be buried beneath the seafloor to a nominal depth of circa 1.5m on the most optimal route. The cable shall also be protected by means of rock protection/placement in certain areas which do not facilitate cable burying.

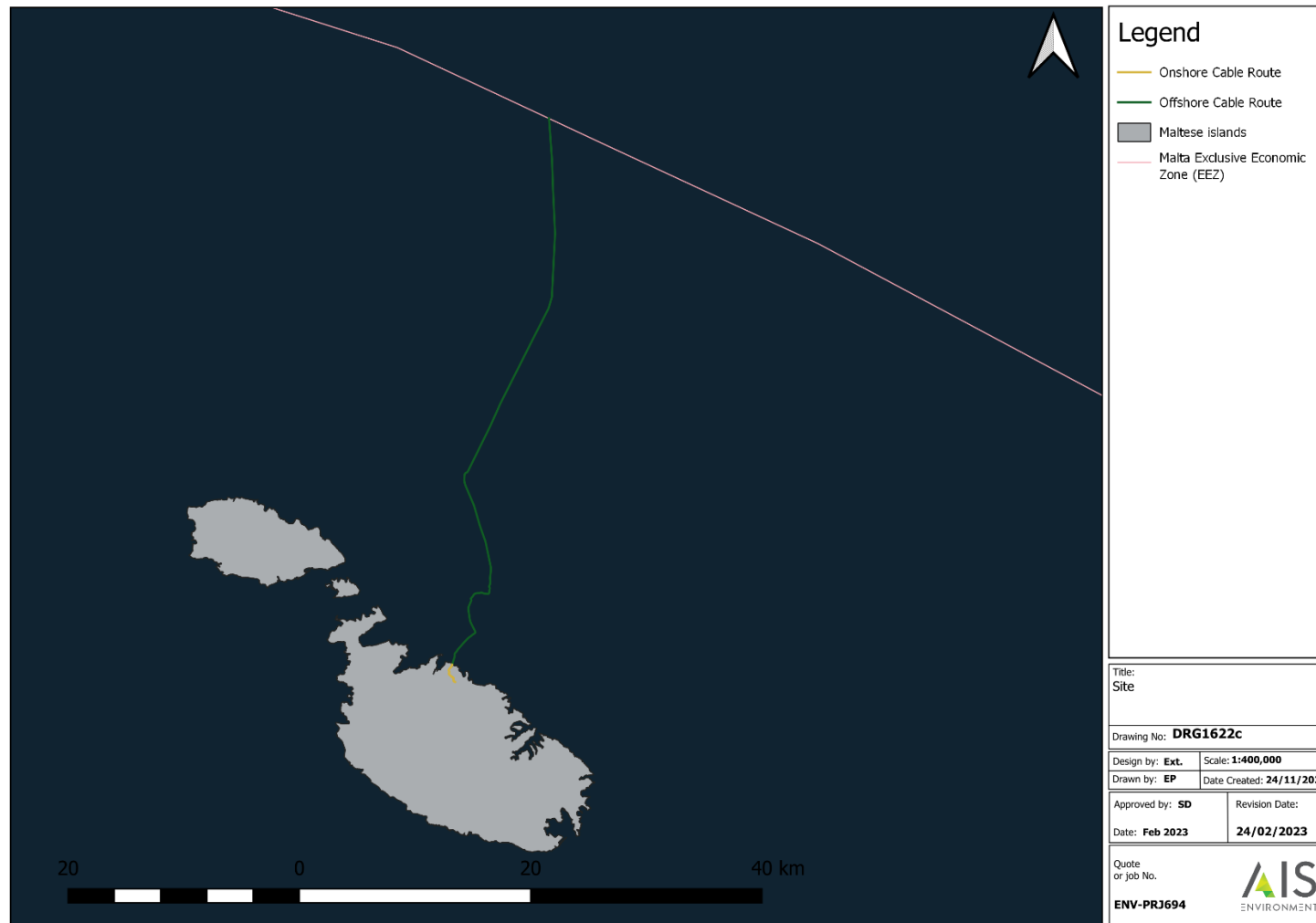


FIGURE 1: PROPOSED INTERCONNECTOR ROUTE IN THE MALTESE EXCLUSIVE ECONOMIC ZONE (EEZ)

2 TERMS OF REFERENCE

The Terms of Reference related to the study on land/sea cover and land/sea uses for the EIA were issued by the ERA in July 2022.

Appendix 1 of this report contains a copy of the ToR for ease of reference.

3 METHODOLOGY

This report presents the baseline land cover and land/sea uses data sampled from the Area of Influence (AoI). The methodology was composed of four main elements:

1. A preliminary desktop study to familiarise oneself with the study area;
2. A site survey;
3. A secondary literature review to combine the findings of the initial research and site observations;
4. Final evaluation of the current situation.

An assessment of the potential impacts of the Scheme on land/sea cover and land/sea uses was carried out once the baseline was established (refer to Section 5 for further detail).

3.1 AREA OF INFLUENCE

The Area of Influence (AOI) for the terrestrial component of the study comprised of a 100m buffer zone around the proposed onshore route of the interconnector cable. The nearshore and offshore AOI followed the proposed interconnect corridor's centreline extending 300m from each side of this proposed centreline. The offshore study area stopped at the boundary of the Maltese Exclusive Economic Zone. The AOI is mapped in Figure 2.

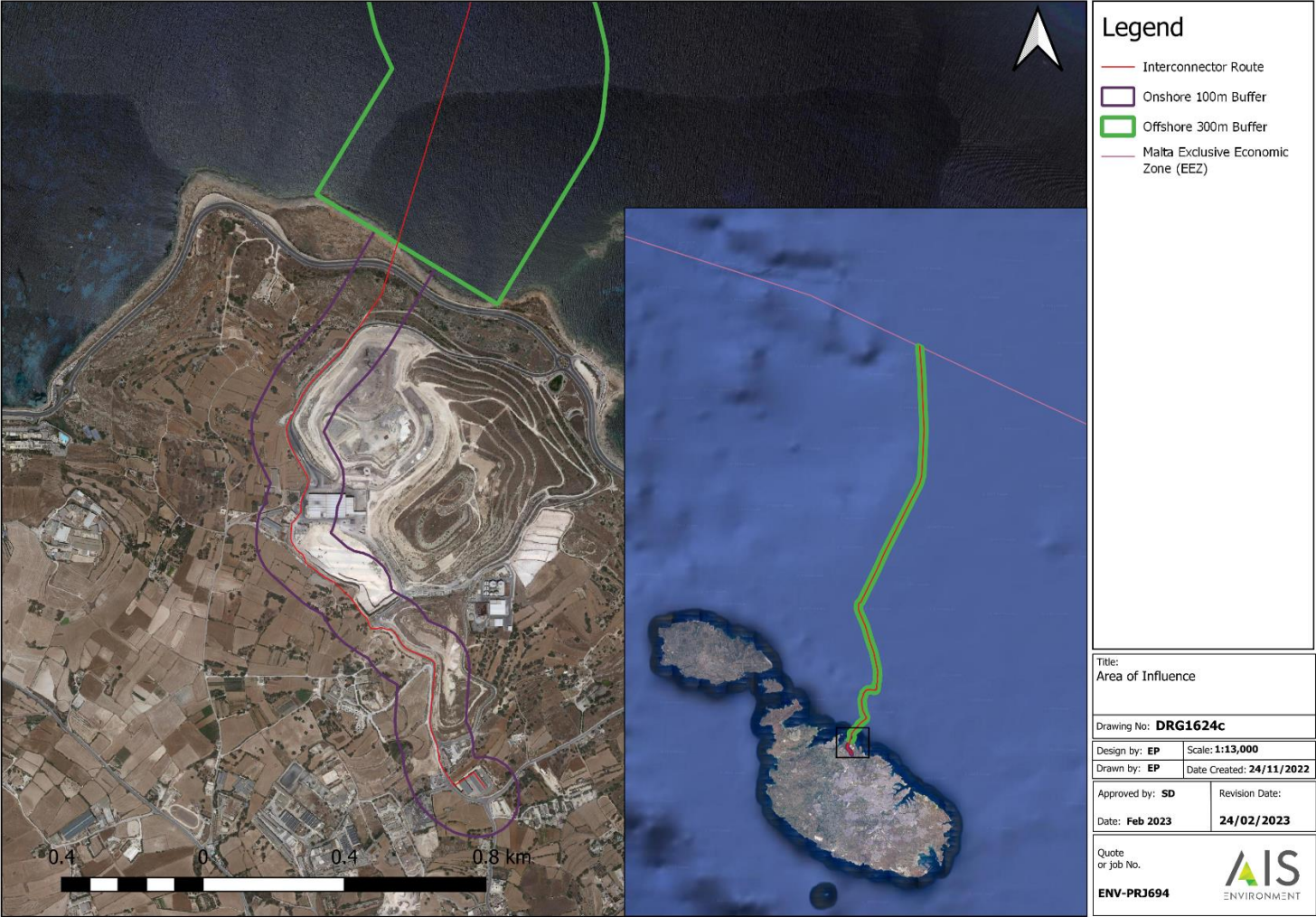


FIGURE 2: AREA OF INFLUENCE FOR THE LAND/SEA COVER AND LAND/SEA USES STUDY

3.2 PRELIMINARY LITERATURE REVIEW

A preliminary literature review focused on the existing information on historic land/sea cover and land/sea use studies within the AoI. A particularly important component during the review process was the analysis of satellite images on the *Google Earth* platform.

Integration and assimilation of the data collated during the review provided a framework for the formulation of a landscape character assessment and the design of a land/sea use classification. Care was taken to ensure that the distinction between different landscape types and land/sea uses was maintained. Once the draft classification has been finalised, a rough map of the land cover and land/sea uses in the area was drawn.

The preliminary literature review also included a review of the relevant national policy. The most important documents which were consulted included the Strategic Plan for the Environment and Development (SPED, 2015) and the CENTRAL MALTA LOCAL PLAN (2006). This helped provide a wider context for the proposed development.

3.3 SITE SURVEY

The walk-over survey, held on the 21st of February 2023 took into account all of the features and attributes which contribute towards the character of an area. It focused on the present use/s of the proposed Scheme site and surrounding area. Revisions to the draft map which had been designed during the initial literature review stage were made on site.

3.4 SECONDARY LITERATURE REVIEW

The map and general observations made during the site survey underwent a process of integration and analysis. Emphasis was placed on the assimilation and synthesis of information to be used to develop integrated descriptions of the area and its component landscape types and land/sea uses. Geographic Information Systems (GIS) were used to create the land/sea cover and land/sea uses map.

3.5 EVALUATION

An evaluation of the current land/sea cover and land/sea use categories was undertaken to assess and provide judgement related to the inherent sensitivity of the landscape. This included analysis based on the proximity of the different land/sea uses to the Scheme. Current landscape condition (or quality) was based on qualitative judgements about the physical state of the landscape from visual, functional and ecological perspectives. It also reflected the state of repair of individual features and elements which make up the character of the area.

4 BASELINE STUDY

4.1 GENERAL DESCRIPTION OF THE AREA OF INFLUENCE

The Scheme site lies between the Enemalta Terminal Station in Magħtab (Baħar ic-Cagħaq, Naxxar), passes through Wasteserv Malta's Għallis landfill site and connects to the coastroad, where it continues through onshore and offshore waters towards Ragusa, Sicily. The baseline study covers the Maltese territory up to the Malta Exclusive Economic Zone.

The Southern region of the onshore area of influence comprises primarily of agricultural land (wheat fields), along with buildings and infrastructure related to the Civic Amenity site and the Enemalta Terminal Station. The site encompasses the Wasteserv facility, with the cable route passing through its South Gate. Once within the Wasteserv complex, the site is dominated by a newly landfilled zone to the West, and an area undergoing excavation to the East, both surrounded by wheat fields or disturbed ground. The region is well-serviced with both public and private access roads.

The Northern region of the site is dominated by the Għallis landfill to the East, and disturbed ground, tree plantations and wheat fields to the West. The coastal area comprises of rocky shores which graduate to garigue further inland, interspersed with planted trees (both natural and alien species).

The scheme falls under the governance of the Central Malta Local Plan, more specifically within the Baħar ic-Cagħaq region of the locality of Naxxar (See Figure 8 and Figure 9 below). Photographs providing a general overview of the main land uses can be seen in Figure 3 to Figure 7.



FIGURE 3: WHEAT FIELDS WITHIN THE SOUTH-WEST REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)



FIGURE 4: EXCAVATED AREA IN PREPARATION FOR A FUTURE LANDFILL SITE IN THE WEST REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)



FIGURE 5: GHALLIS LANDFILL AT THE NORTHERN REGION OF THE ONSHORE AOI



FIGURE 6: COASTAL GARIGUE INTERSPERSED WITH NATURAL AND ALIEN PLANTATIONS AT THE NORTHERN REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)



FIGURE 7: A BI-DIRECTIONAL COAST ROAD AT THE NORTHERN REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)

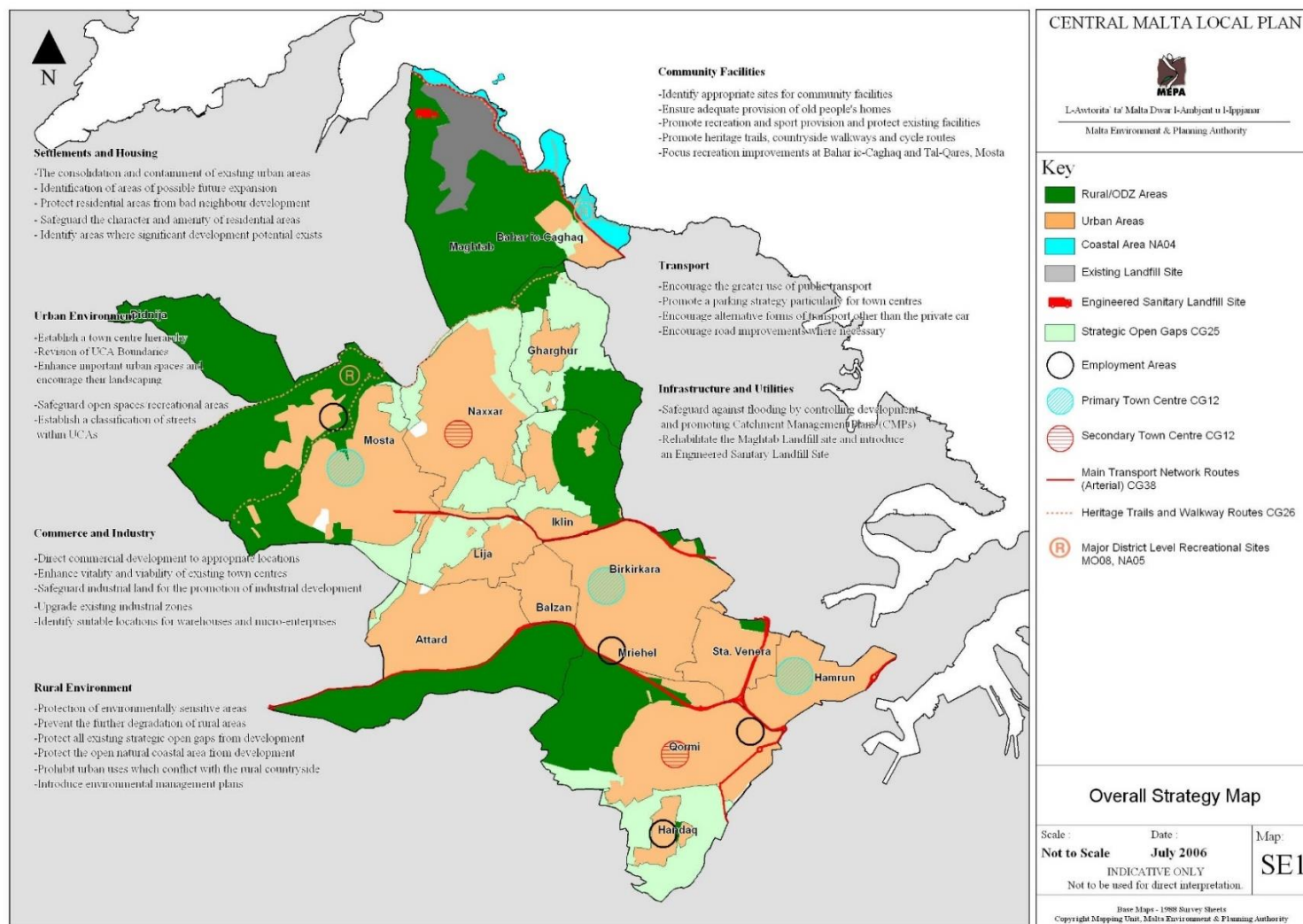


FIGURE 8: CENTRAL MALTA LOCAL PLAN STRATEGY MAP (SOURCE: CMLP, 2006)

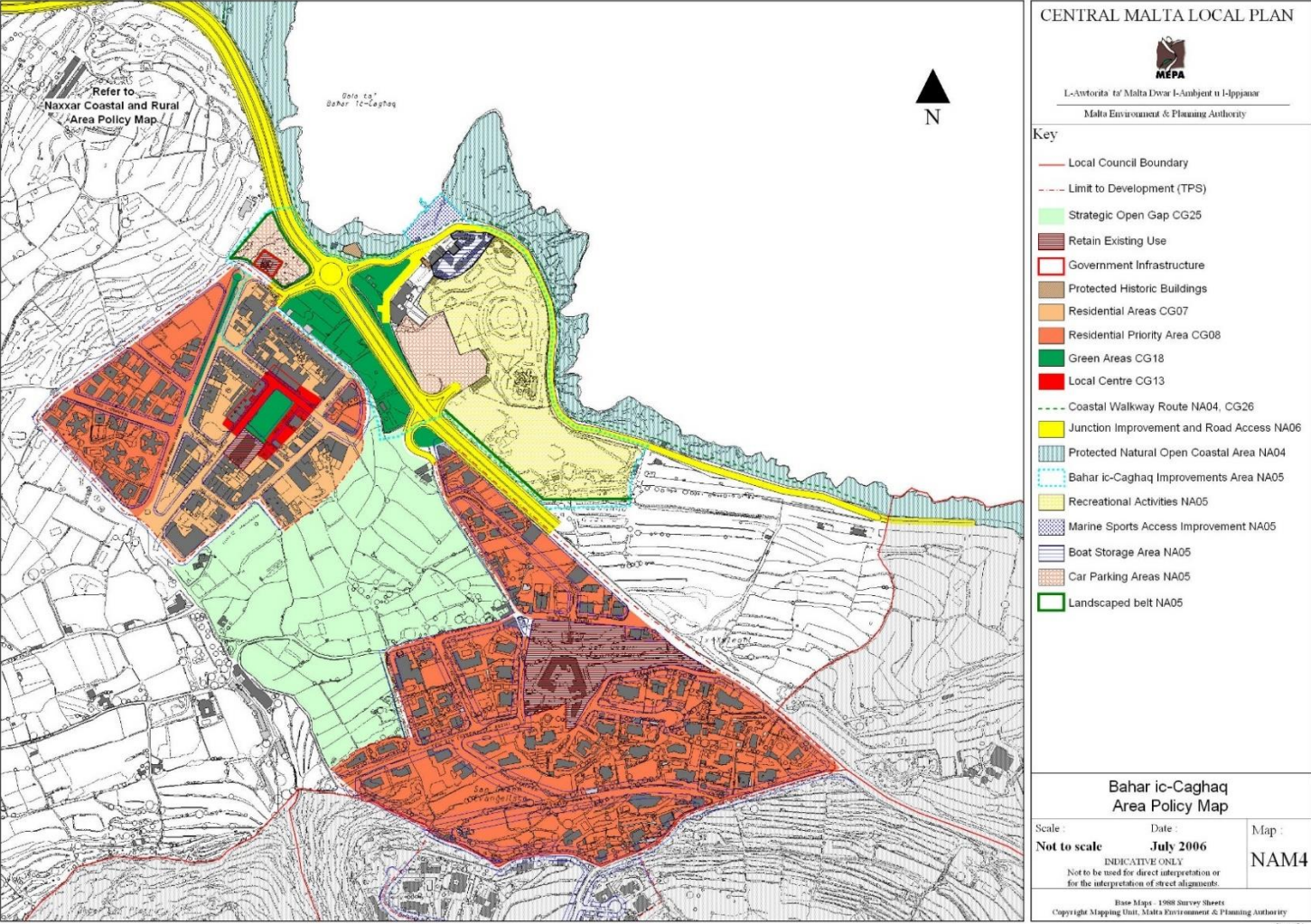


FIGURE 9: AREA POLICY MAP FOR BAHAR IC-CAGHAQ, NAXXAR (SOURCE: CMLP, 2006)

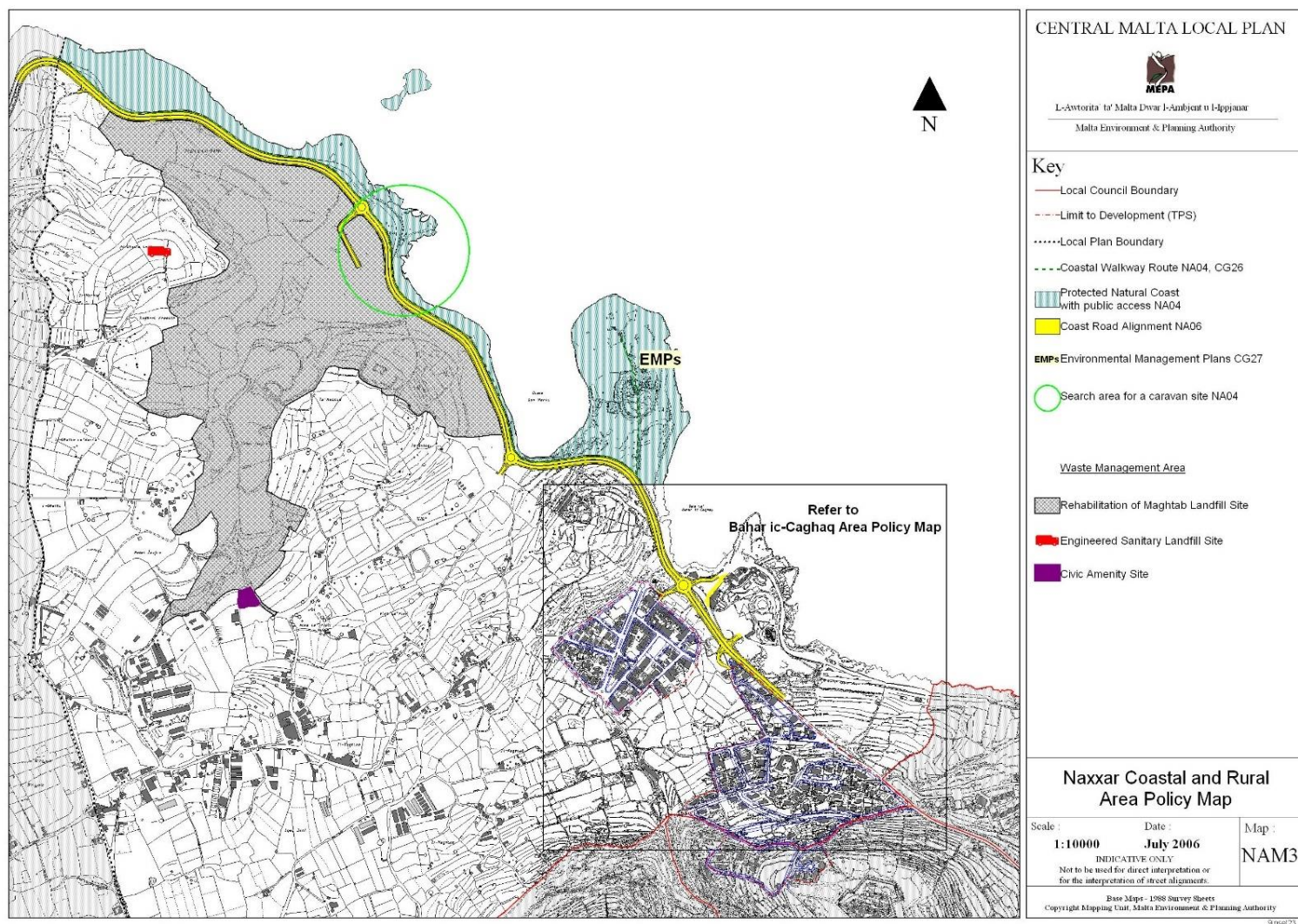


FIGURE 10: NAXXAR COASTAL AND RURAL AREA POLICY MAP (SOURCE: CMLP, 2006)

4.2 SURROUNDING USES AT THE AOI

4.2.1 Terrestrial Environment

Figure 11 to Figure 13 map the current land cover and land uses within the onshore and nearshore study area. Figure 22 to Figure 30 provide photographic evidence of each observed land use/cover observed during the site visit conducted on the 21st of February 2023. The subsequent sections describe the existing land cover and uses.

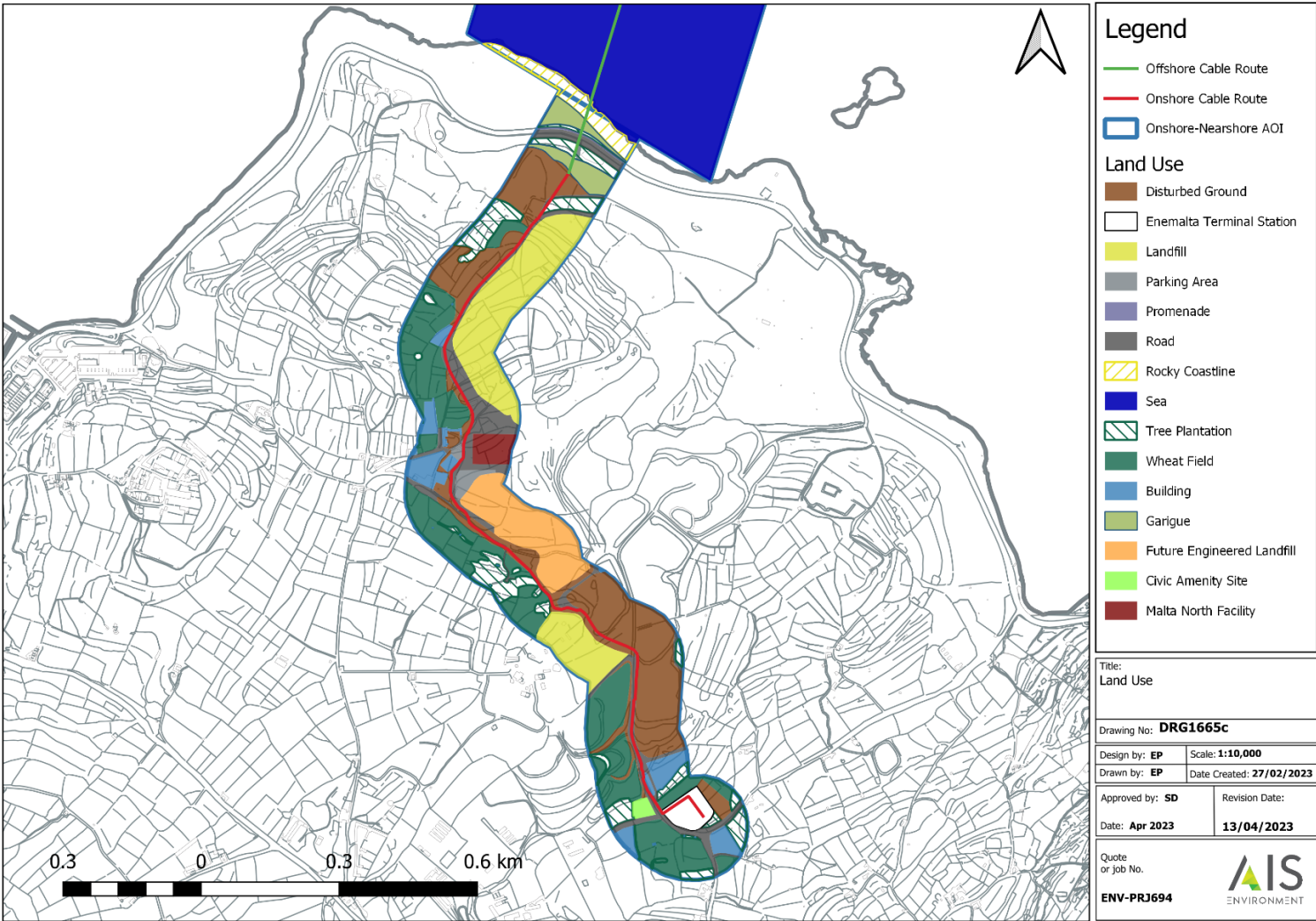


FIGURE 11: LAND USES IN THE STUDY AREA – GENERAL OVERVIEW

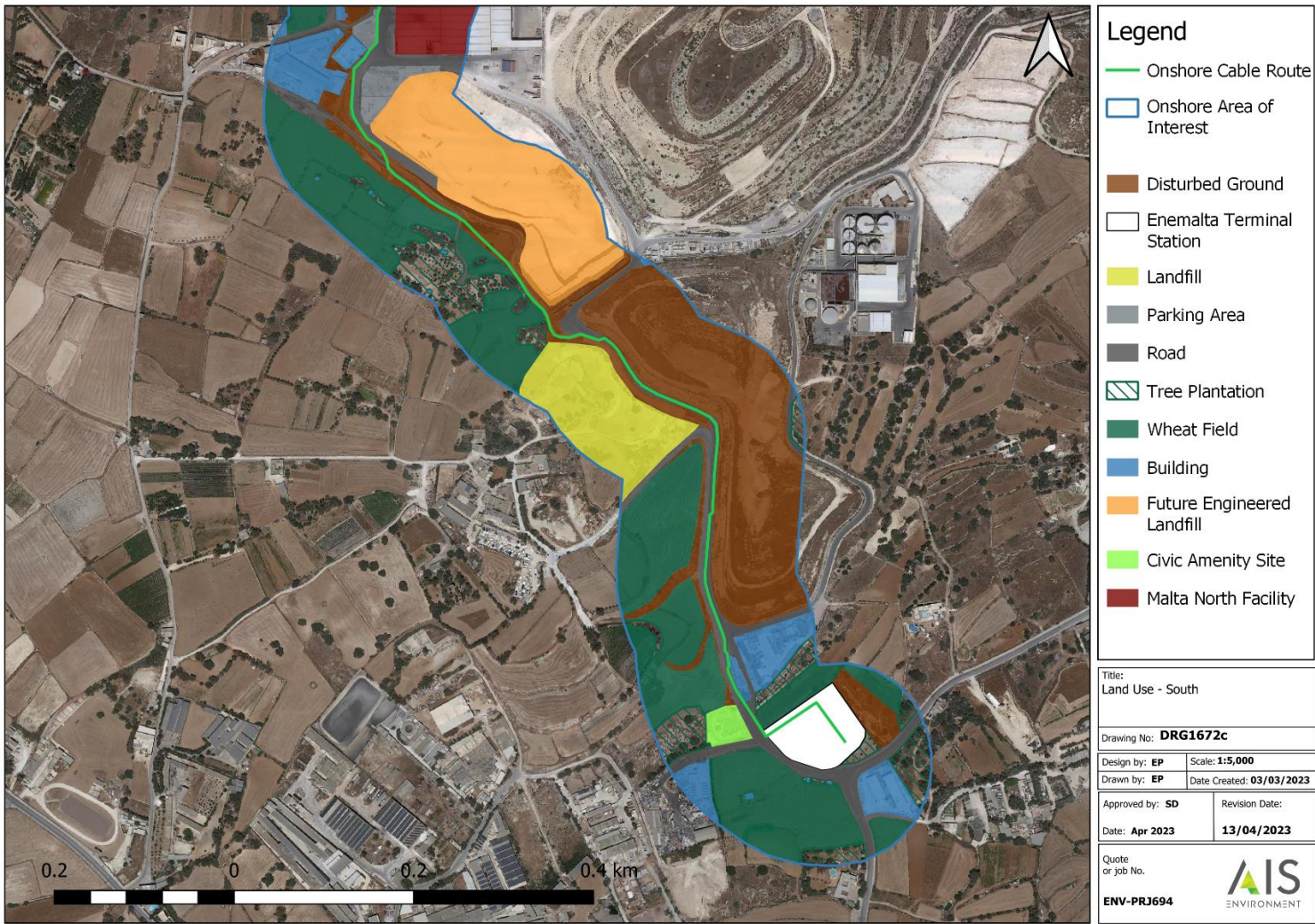


FIGURE 12: LAND USES WITHIN THE ONSHORE AOI - SOUTH REGION

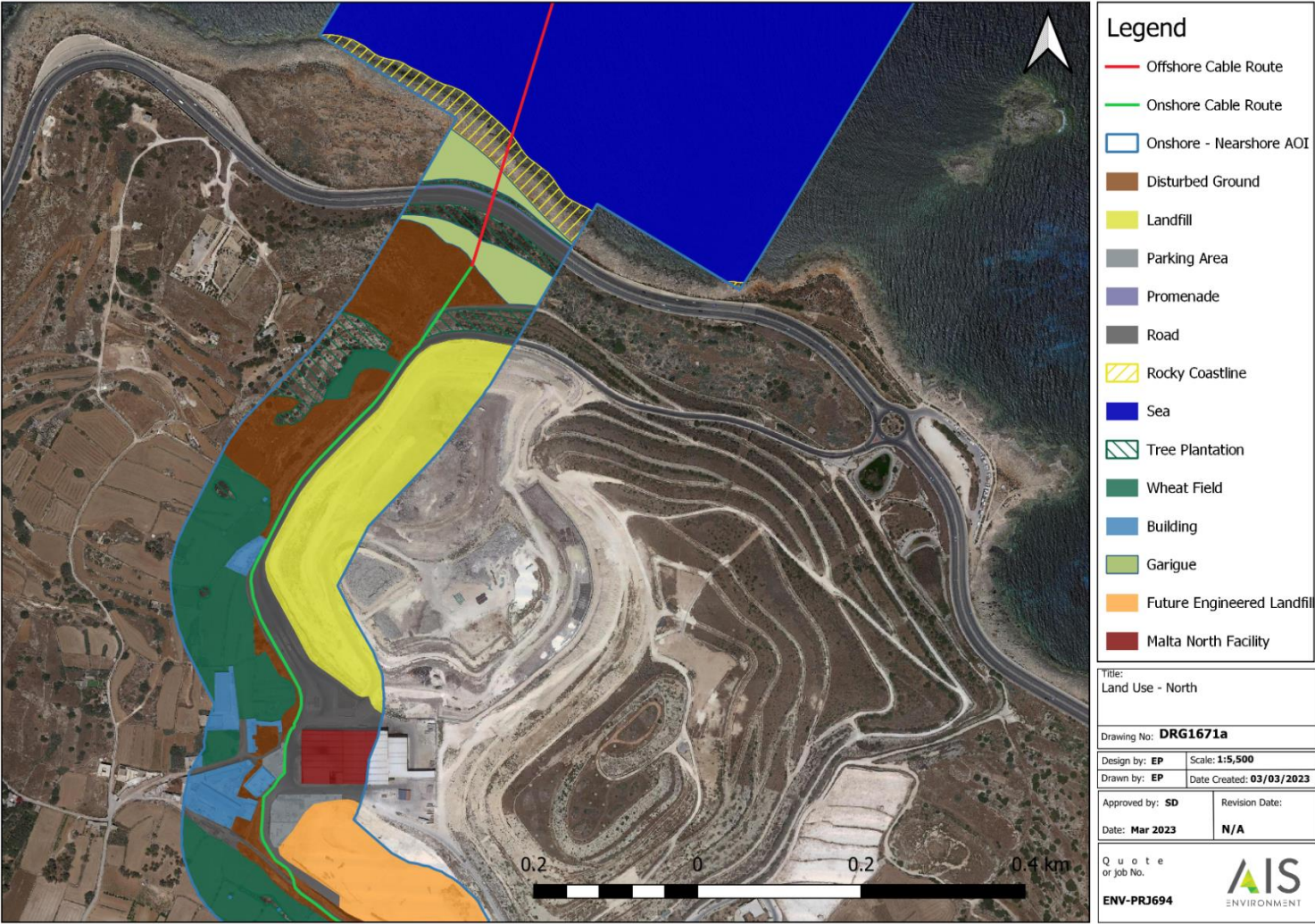


FIGURE 13: LAND USES WITHIN THE ONSHORE AOI – NORTH REGION

Enemalta Terminal Station

The interconnector route commences at the Southern region of the AOI, at the existing Enemalta Terminal Station. The facility is adjacent to the public access road 'Triq ir-Ramla' and within a few meters' proximity to a Civic Amenity Site and ECOHIVE complex managed by Wasteserv Malta.



FIGURE 14: ENEMALTA TERMINAL STATION AT THE SOUTH REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)

Civic Amenity Site

At the South-Western region of the AOI lies the Civic Amenity site managed by Wasteserv Malta. The site is one of five such sites in Malta, which regularly receives vehicles offloading bulky refuse of various types. While the site is available for use by the general public, only vehicles with a dedicated permit issued by Wasteserv Malta are allowed entry to the site



FIGURE 15: STORAGE TRAILERS WITHIN THE CIVIC AMENITY SITE IN THE SOUTHERN REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)

ECOHIVE Complex

The complex is managed by Wasteserv Malta and can be accessed from two entrances, the main being the South gate which also falls within the Southern region of the AOI. Access into the site is restricted to registered waste carriers and permitted vehicles.



FIGURE 16: SOUTH GATE TO THE ECOHIVE COMPLEX AT THE SOUTHERN REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)

The site contains various complexes, where the storage and processing of various waste streams is carried out.



FIGURE 17: INTERNAL ACCESS ROADS AND CONTAINER STORAGE FACILITIES WITHIN THE ECOHIVE COMPLEX - SOUTH REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)

Within the South-Eastern region of the AOI, a newly landfilled area was observed, which appears to be receiving material derived from demolition and/or excavation. It is possible that this material is being generated at the complex itself, as the site is currently undergoing excavation in preparation for a future new engineered landfill site.



FIGURE 18: NEW LANDFILLED ZONE IN THE EAST REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)



FIGURE 19: EXCAVATED AREA - FUTURE ENGINEERED LANDFILL SITE (21ST FEBRUARY 2023)

Within the central region of the ECOHIVE complex lies the Malta North Facility. This facility comprises a Mechanical and Biological Treatment Plant (MTP), which treats municipal solid waste. Part of the extracted materials from the treatment process are exported, while other materials proceed to further processing within an Anaerobic

Digestion Plant present on site. Biogas is produced as a by-product of this process, which is reused to generate electricity. This area of the AOI also houses several storage facilities and staff offices.



FIGURE 20: MALTA NORTH FACILITY IN THE NORTHERN REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)

Further North within the ECOHIVE complex grounds lies the Ghallis Landfill site. The site is heavily used by waste carriers for the disposal of mixed municipal waste, and will continue to be used for the near future. The use of this landfill will be discontinued and a landscaping plan put in place once the planned expansion of the complex including a new waste-to-energy plant, engineered landfill, material recovery facility, organic processing plant and thermal treatment facility are constructed.



FIGURE 21: GHALLIS LANDFILL IN THE NORTHERN REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)

Agricultural Land

The agricultural land within the Area of Interest comprises primarily of non-intensive arable land, predominantly used for the production of wheat. The edges of such fields are typically bordered with wild flowering species which thrive on disturbed ground.



FIGURE 22: WHEAT FIELDS BORDERED WITH FLOWERING PLANTS IN THE SOUTH-WEST REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)

Tree Plantations

In several instances, particularly in the Southern and Western region of the AOI, agricultural land is bordered with planted trees. Most commonly encountered were Eucalyptus trees. These trees were planted historically to attract roosting birds in relation to hunting practices. Mature specimens of these trees are commonly found in the Maltese agricultural landscape. Although Eucalyptus species may have potentially invasive tendencies, and are included in the list of species recommended by the Environment and Resources Authority¹ for exclusion from new planting schemes, they are not listed as Species of Union Concern², therefore they do not require targeted eradication.



FIGURE 23: WHEAT FIELDS BORDERED WITH TREE PLANTATIONS IN THE WESTERN REGION OF THE AOI (21ST FEBRUARY 2023)

Within the Northern region of the AOI, the garigue is interspersed with intentional tree plantations of Pines within close proximity of the Wasteserv facility border, and Acacia, Prickly pear and Agave plants in closer proximity to the coast-road. The latter three species are considered alien and/or invasive, with *Acacia saligna* considered a Species of Union Concern²

¹ <https://era.org.mt/wp-content/uploads/2021/03/5-COBP-Landscaping.pdf>

² These species are subject to restrictions on their keeping, importation, exchange, sale, use, breeding, cultivation, growing and release, in addition to measures for their early detection, eradication or management.
<https://era.org.mt/topic/list-of-invasive-alien-species-of-union-concern/>



FIGURE 24: GARIGUE FLANKED WITH TREE PLANTATIONS ON THE NORTHERN REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)



FIGURE 25: GARIGUE INTERSPERSED WITH ALIEN SPECIES IN THE NORTHERN REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)

Rocky Shore and Garigue

Within the Northern region of the AOI, the coast-road is flanked with a thin strip of planted trees (primarily Tamarisk³ species), followed by coastal garigue which merges into bare rocky shores typical of the North of Malta.



FIGURE 26: COASTAL GARIGUE AND ROCKY COASTLINE IN THE NORTHERN REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)

Additional Land Uses – Roads

The AOI is served by public roads on both the North and South regions, the former through the coastroad, and the latter through Triq ir-Ramla. A tarmac access road passes through the entire ECOHIVE complex from North to South. A cement road runs parallel to the private access road on the South-Western border of the site, just outside the ECOHIVE complex border. This road is accessible to the public and allows access to adjacent fields and boatyards. Some unsurfaced agricultural access paths/roads are present within the AOI, primarily in the Western region.

³ Protected by law: Schedule II of [S.L. 549.123] (Trees protected in selected areas)



FIGURE 27: TRIQ IR-RAMLA, NAXXAR WITHIN THE SOUTHERN REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)



FIGURE 28: ACCESS ROADS WITHIN THE ECOHIVE COMPLEX (21ST FEBRUARY 2023)



FIGURE 29: CONCRETED ROAD OUTSIDE OF THE ECOHIVE FACILITY PROVIDING ACCESS TO BOATYARDS AND FIELDS IN THE SOUTH REGION OF THE AOI (21ST FEBRUARY 2023)



FIGURE 30: RURAL UNSURFACED ROADS WITHIN THE NORTH REGION OF THE ONSHORE AOI (21ST FEBRUARY 2023)

4.2.2 Marine Environment

The site survey was carried out during the winter season, and no vessels or swimmers were observed within eyesight off the adjacent coastline. The public has unrestricted access to the marine nearshore area around the proposed cable route. However, due to the shallow water depths and lack of berthing/mooring facilities and swimming infrastructures (such as ladders and walk ways) it is not heavily frequented.

The desktop survey concluded that the offshore route and surrounding AOI do not encroach into any designated aquaculture or bunkering areas. The nearest bunkering area boundary is circa 300m from the cable route.

The cable route does encroach into the periphery of Fishing/Trawling Area “D” for approximately 400m of the cable trajectory (See Figure 31).

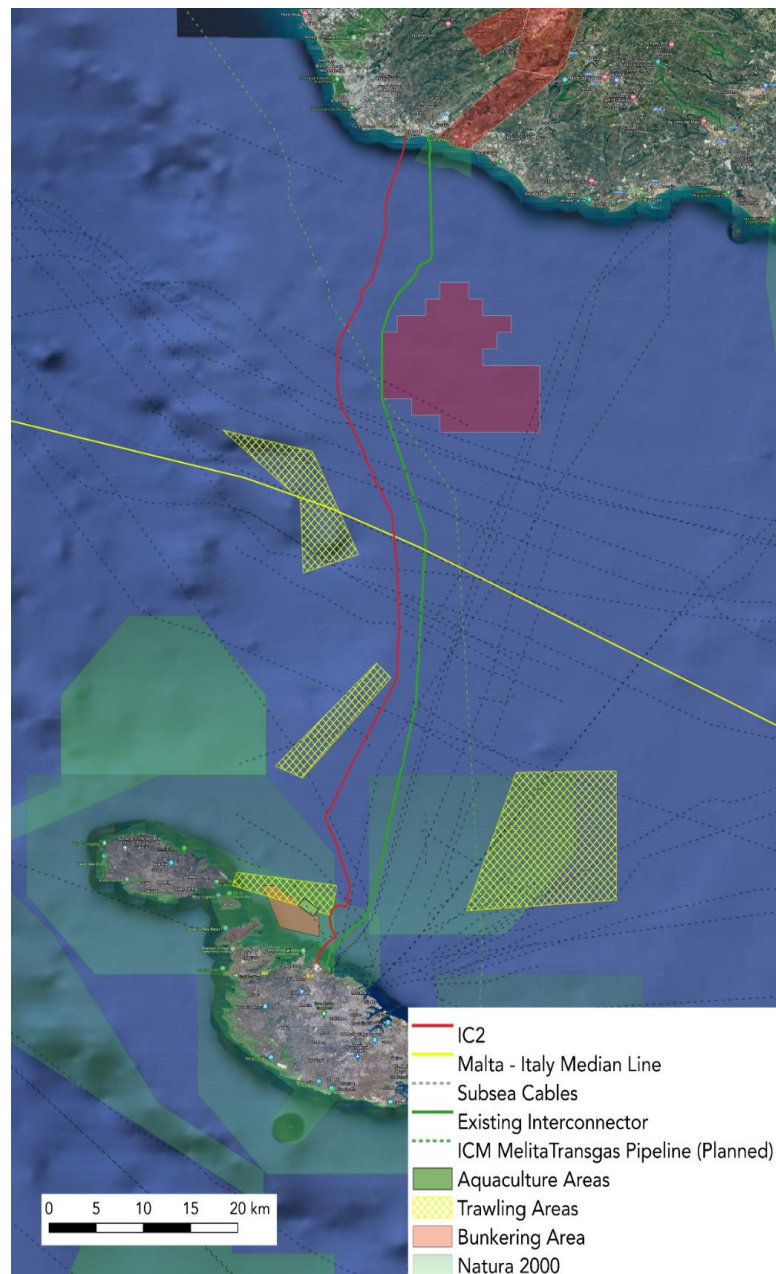


FIGURE 31: OFFSHORE AOI AND SURROUNDING SEA USES (SOURCE: INTERCONNECT MALTA, 2023)

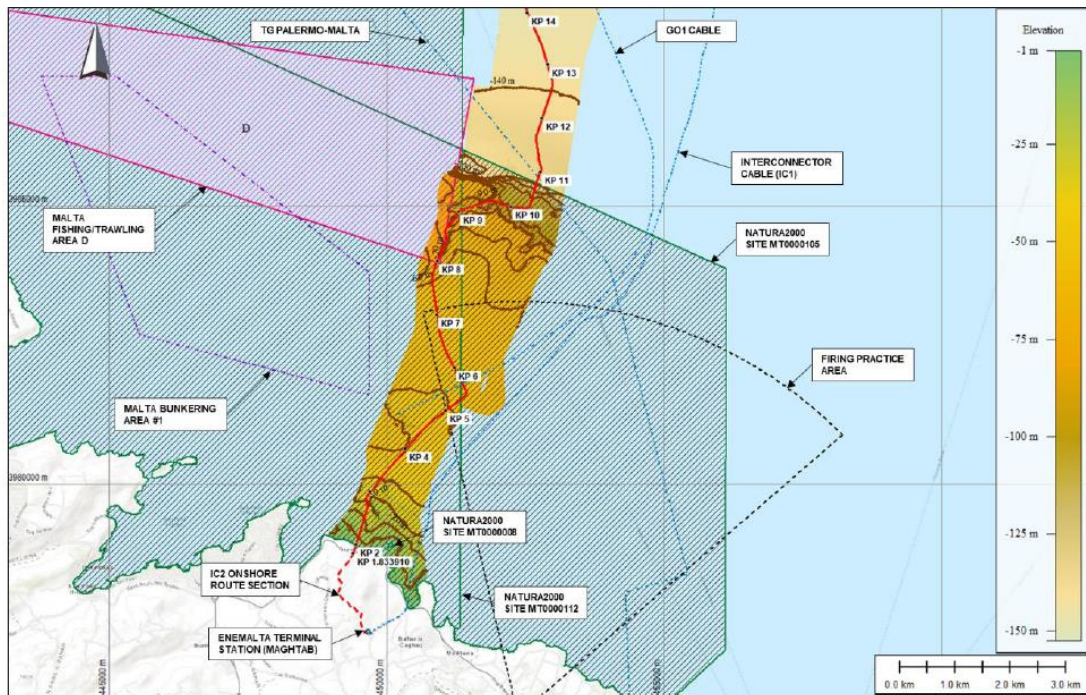


FIGURE 32: CABLE ROUTE IN RELATION TO TRAWLING AREA 'D' AND BUNKERING AREA 1 (SOURCE: OFFSHORE CABLE ROUTE SELECTION REPORT BY SPS, FEB 2023)

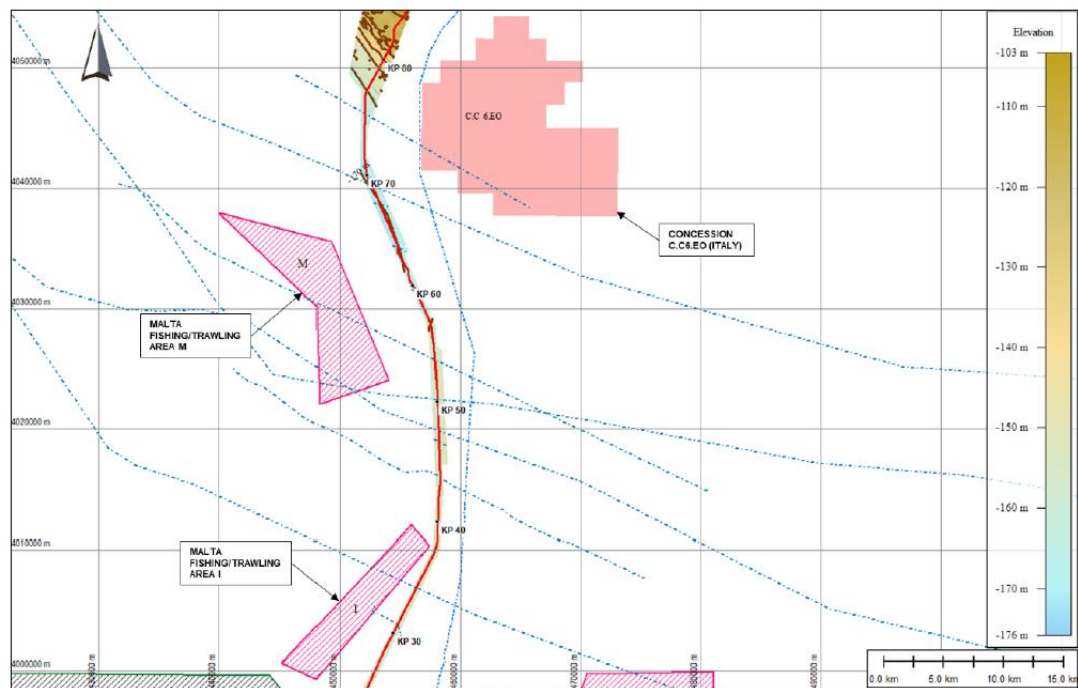


Figure 10.24: Offshore section – Special Areas

FIGURE 33: CABLE ROUTE IN RELATION TO TRAWLING AREAS 'I' AND 'M' (SOURCE: OFFSHORE CABLE ROUTE SELECTION REPORT BY SPS, FEB 2023)

The offshore route runs through an area of relatively high vessel density (See Figure 34), with circa 300 vessel routes per season per square kilometre in the nearshore area, which decreases to between 30 and 60 within the offshore region. The cable route does not coincide with the Malta-Sicily ferry route, which is an area of high vessel route density in the Northern region of the islands.

The route passes through two Marine Protected Areas (MPAs), and within close proximity of a third MPA and three Natura 2000 sites (See Figure 35). The Marine Protected Areas contain vast regions of *Posidonia oceanica* (Seagrass Meadows), which is a protected habitat.

The seabed substrate within the Nearshore-Offshore Area of Interest is classified as follows: sand in the nearshore area, which turns into mixed sediment for up to circa 18km offshore. Further offshore, the seabed comprises of rocks and boulders (See Figure 36). The final cable route takes into consideration the type of seabed substrate, avoiding outcrops and obstructions accordingly. The seabed substrate type also determines the cable protection methods to be implemented.

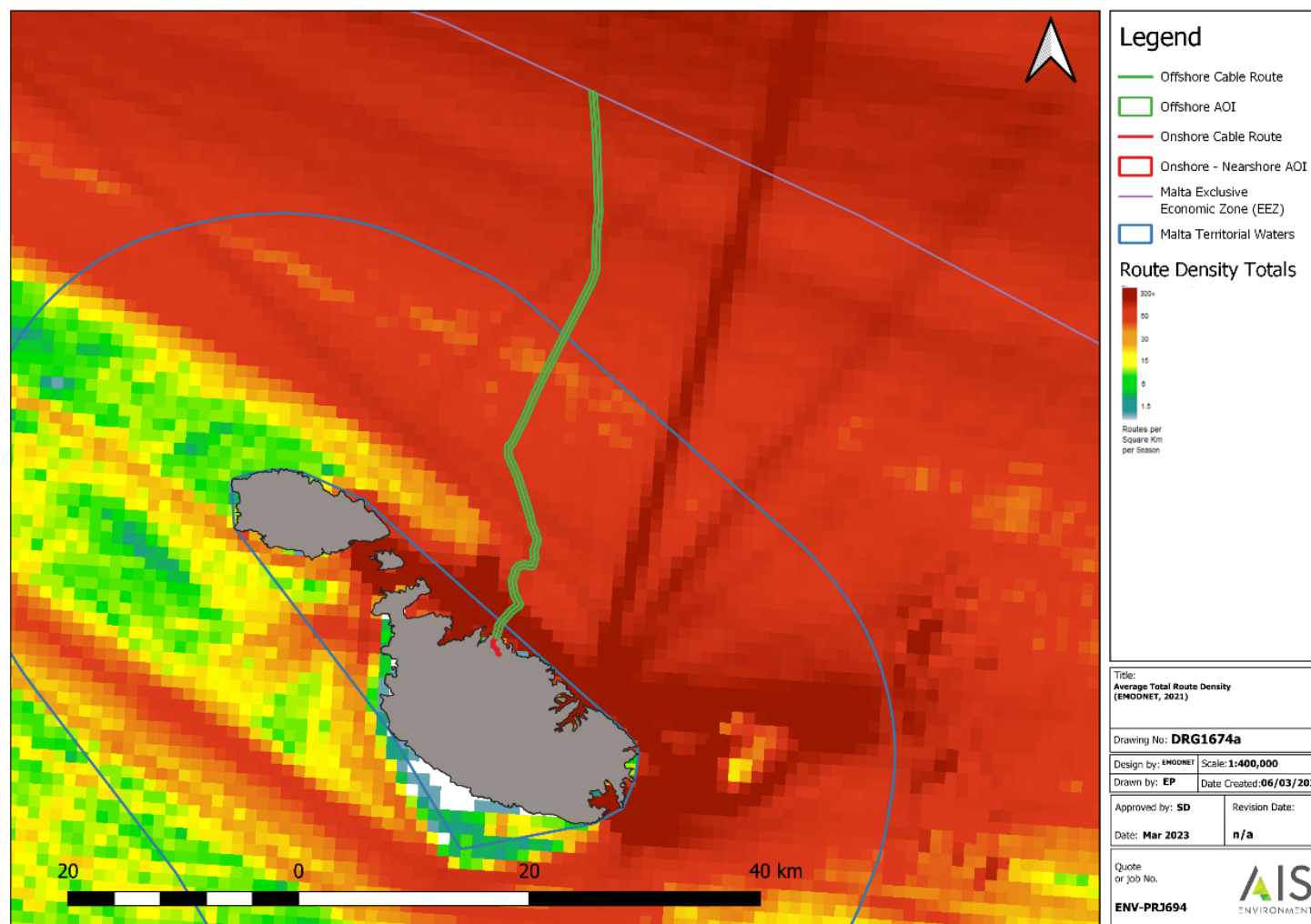


FIGURE 34: AVERAGE VESSEL ROUTES (ALL TYPES) WITHIN THE OFFSHORE AOI (SOURCE: EMODNET, 2021)

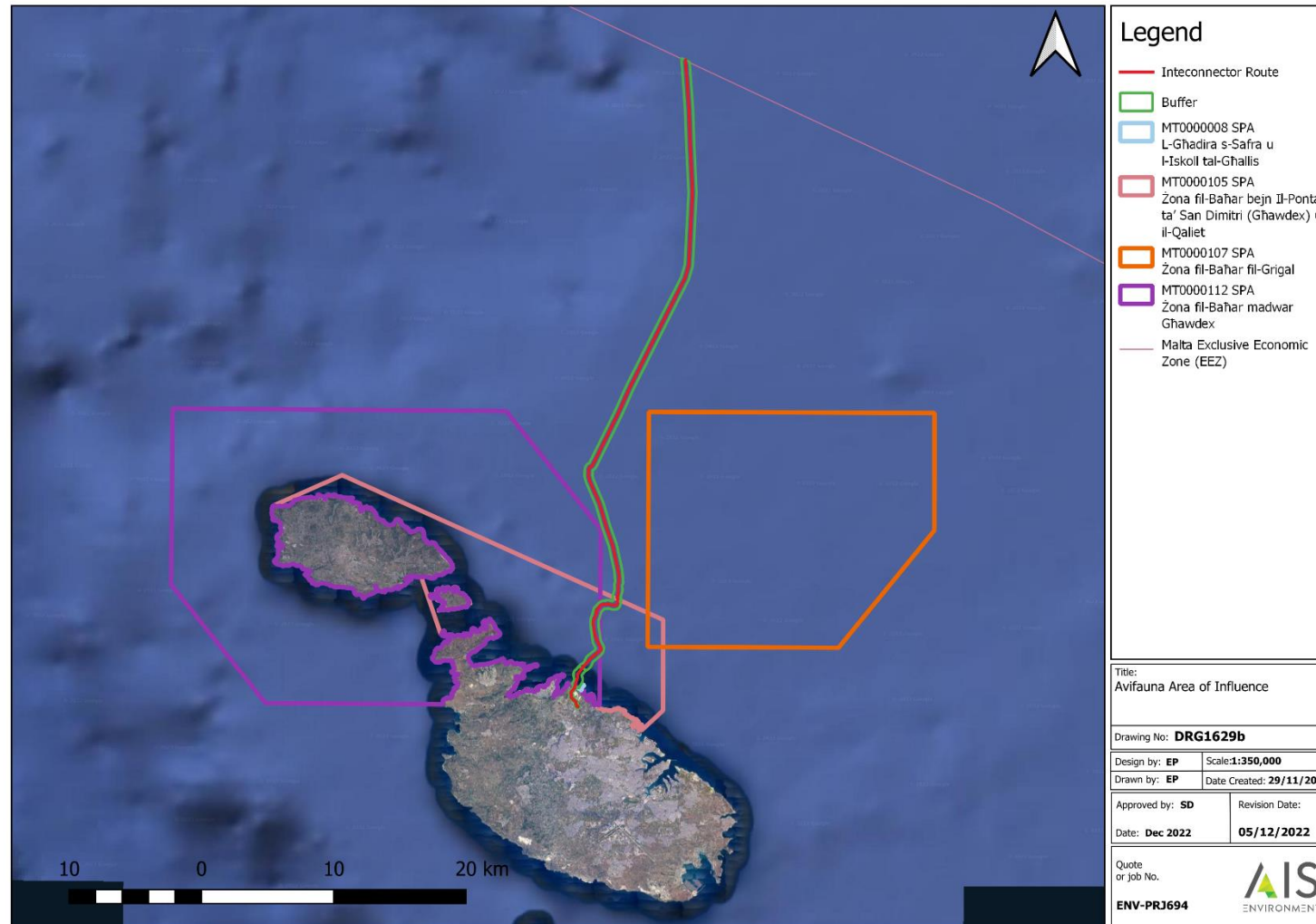


FIGURE 35: MARINE PROTECTED AREAS WITHIN AND IN CLOSE PROXIMITY TO THE OFFSHORE AOI

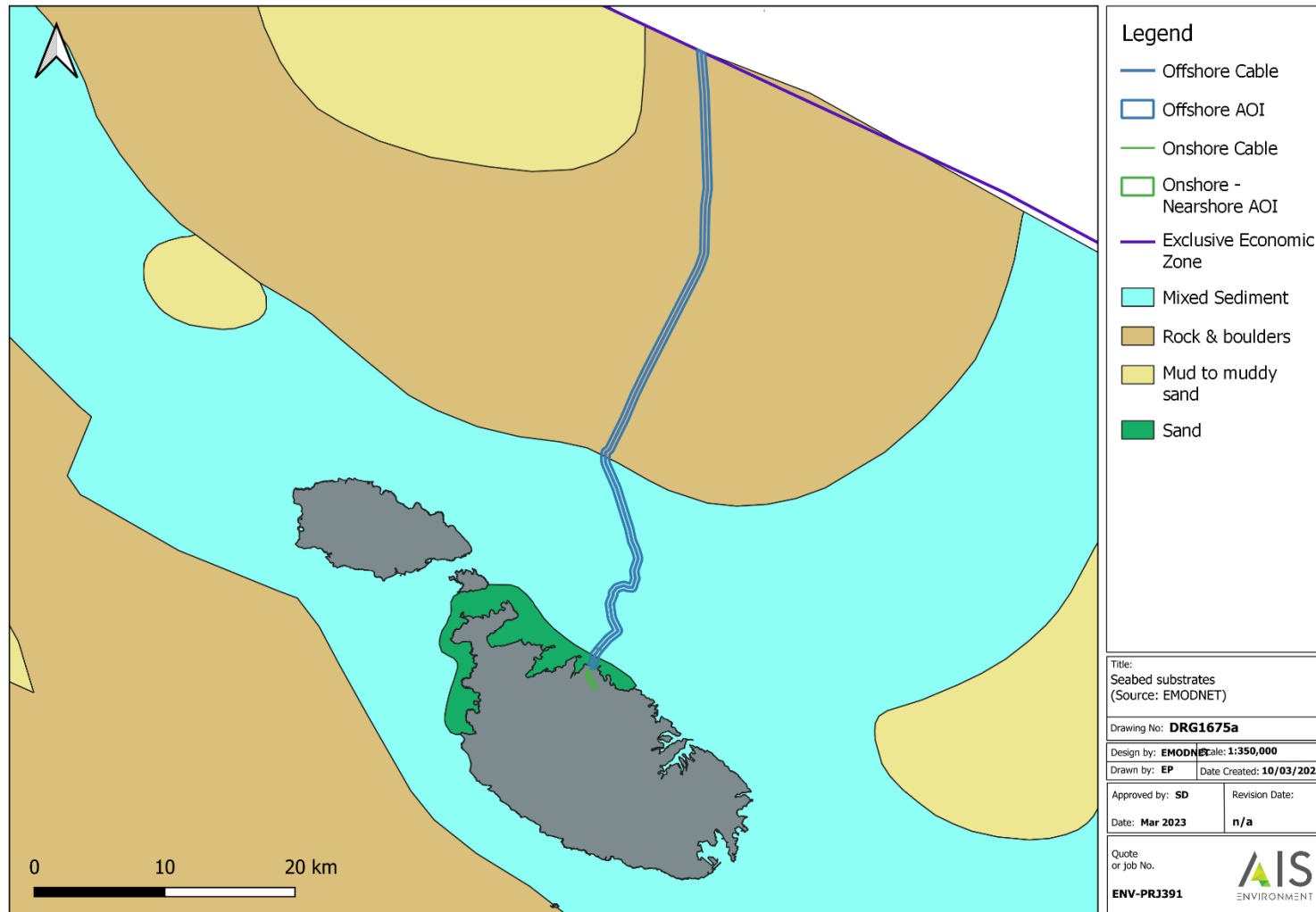


FIGURE 36: SEABED SUBSTRATES (SOURCE: EMODNET, 2021)

5 IMPACT ASSESSMENT

The following sections describe the envisaged impacts on the Scheme on the land cover and land/sea uses of the AoI.

5.1 IMPACT SIGNIFICANCE CRITERIA

The qualitative assessment determines the potential impacts on the present land and sea uses. The potential impacts that may arise from the Scheme could result in a restriction or limited accessibility to current land/sea use activities, along with the permanent loss of certain land/sea uses.

The tables presented in this section (Table 1 to Table 8) provide a definition for each of the criteria used in Table 9, which summarises the assessment of impacts on land and sea use activities.

TABLE 1: CRITERIA FOR THE DURATION OF THE IMPACT

DURATION OF IMPACT	
LEVEL	DEFINITION
Permanent	Impact would still be detectable during the concerned phase.
Temporary	Impact would not persist through the whole duration of the concerned phase.

TABLE 2: EXTENT OF IMPACT CRITERION DESCRIPTION

EXTENT OF IMPACT	
Widespread	Impact is expected to affect in the entire area of study and/or may extend beyond the boundaries of direct intervention into adjacent areas
Localised	Impact is expected to affect receptors in the immediate vicinity of its source

TABLE 3: CRITERIA FOR THE PROBABILITY OF THE IMPACT OCCURRING

PROBABILITY OF IMPACT OCCURRING	
LEVEL	DEFINITION
Inevitable	Level of certainty that impact will occur is greater than 90%
Likely	Level of certainty that impact will occur ranges between 50-90%

PROBABILITY OF IMPACT OCCURRING

Unlikely	Level of certainty that impact will occur ranges between 30-50%
Remote	Level of certainty that impact will occur is below 30%

TABLE 4: CRITERIA FOR THE NATURE OF THE IMPACT

EFFECT OF IMPACT

LEVEL	DEFINITION
Adverse	Land and/or sea uses would suffer consequences as a direct result of the proposed development.
Beneficial	Land and/or sea uses would benefit as a direct result of the proposed development.

TABLE 5: CRITERIA FOR THE CONSEQUENCES OF THE IMPACT

CONSEQUENCES OF THE IMPACT

LEVEL	DEFINITION
Direct	Changes that result from direct cause-effect consequences of interactions between the result of action under consideration and the proposed project.
Indirect	Result from cause-effect consequences of interactions between the action under consideration and direct impacts.
Cumulative	Impacts resulting from an accumulation of the project impacts and other past, present or known planned developments, activities and land uses and with other relevant baseline situations.

TABLE 6: CRITERIA FOR THE SENSITIVITY & SEVERITY OF RECEPTORS TO THE IMPACT

SEVERITY, SENSITIVITY & RESILIENCE OF RECEPTORS TO THE IMPACT

LEVEL	DEFINITION
High	This action is a major contributor to the activities in the area of influence.

SEVERITY, SENSITIVITY & RESILIENCE OF RECEPTORS TO THE IMPACT

Medium	This action is a moderate contributor to the activities in the area of influence.
Low	This action is a minor contributor to the activities in the area of influence.

TABLE 7: CRITERIA FOR THE REVERSIBILITY OF THE IMPACT

REVERSIBILITY OF IMPACT

LEVEL	DEFINITION
Reversible	State of the activity/action is potentially expected to return to baseline background level following cessation of the source of impact.
Irreversible	Impact is expected to cause partial or total destruction of the action under consideration and a return of the state of the resource to baseline levels should be considered highly improbable.

TABLE 8: CRITERIA FOR THE IMPACT SIGNIFICANCE

IMPACT SIGNIFICANCE

LEVEL	DEFINITION
Negligible	No significant impact.
Minor Significance	Low order impact and therefore likely to have little real effect on land/sea use. In the case of adverse impacts, mitigation is either easily achieved or little will be required, or both.
Moderate Significance	Impact on land/sea use is real but not substantial in relation to other impacts that might take effect within the bounds of those that could occur. In the case of adverse impacts, mitigation is both feasible and fairly easily possible.
Major Significance	Of the highest order possible within the bounds of impacts on land/sea use that could occur. In the case of adverse impacts, there is little or no possible mitigation that could offset the impact. A substantial change in the

IMPACT SIGNIFICANCE

	use, or intensity of use, of land/sea including, or in its capacity to support existing uses.
--	---

5.2 IMPACTS ON LAND USES

5.2.1 Construction Phase

Within the onshore AOI, the construction works proposed will give rise to a temporary partial change of land use to the disturbed ground and access roads coincident with the cable route. The route is estimated to pass through circa 1,290m of access roads (primarily private access roads within the ECOHIVE complex with a short stretch within the public access road between the South Gate and the Enemalta Terminal Station), and circa 480m of disturbed ground. Aside from the area required for trenching, additional space is likely to be necessary for the temporary storage of excavated material, construction vehicles, equipment and site hoarding as may be required. The study indicates that the trenching will cause a temporary adverse impact of moderate significance on terrestrial land uses. It is to be noted that the majority of the Area of Influence is within or directly adjacent the ECOHIVE complex, a site which is characteristically already impacted by issues such as dust tracking. The site currently hosts a large excavated area and uncovered stockpiles of construction and domestic waste, which due to the high density of vehicles using the site, generate a substantial amount of dust tracking within the site and its surroundings.

Additionally, the trenching works will inevitably result in the generation of dust, which may deposit on the surrounding agricultural land and roads. In the case of agricultural land, dust deposition on crops may decrease yield and affect the overall PH of the soil if deposited in large amounts. The study indicates this will cause a temporary adverse impact of minor significance, as the appropriate mitigation measures will be in place to contain the spread of dust to the working area.

Within the disturbed land/garigue area at the North area of the onshore AOI, HDD drilling will be utilised. The setting up of an HDD drilling station will require the extension of the existing access routes with loose aggregate which will allow the drilling equipment and construction materials to be moved on previously uneven ground. This will cause the smothering of existing vegetation. The impact is considered of a temporary minor significance, as the footprint will be kept to the minimum possible, and the site restored to its original condition once works are completed. No impact to the existing land-use of the coast-road or rocky coastline is expected.

5.2.2 Operational Phase

The operational phase will only give rise to further impacts on the land use if repairs are required at any fault located along the cable route. Repair works will cause a temporary change of land use, causing an impact of minor significance.

5.3 IMPACTS ON SEA USES

5.3.1 Construction Phase

Within the nearshore and offshore area, the AOI encroaches only one area of designated sea uses – Trawling Area ‘D’. Approximately 400m of the cable route runs through the periphery of this designated area (circa 60m from the boundary edge).

The trenching works may cause adverse impacts on the yields obtained by fishers that make use of the Trawling Area ‘D’, as the noise may act as a deterrent to fish targeted by the trawlers. However, since the cable route runs through the periphery of a sizeable area, this impact is considered adverse and of minor significance.

The AOI is also found within close proximity to two other trawling areas (M and I) and Bunkering Area 1, which are located to the West of the route trajectory. The boundary of closest trawling area ‘I’ is 500m of the cable route, while the boundary of the Bunkering Area 1 is 300m off the cable route. No impact is expected to occur within these three zones.

The works will also cause a change to the normal vessel routes within the area depending on the location of works. Shipping vessels may need to lengthen their trip to circumvent the area of works. The impact is considered adverse and of minor to moderate significance. Fishers will be warned well in advance of the location of works and may plan their route accordingly.

Works in the nearshore area may result in the temporary restriction of the area to recreational sea users such as recreational boats and swimmers. The impact is considered of negligible significance as the site is not commonly used for recreational activities.

5.3.2 Operational Phase

Within the offshore trajectory during the operational phase, impacts are only expected to arise if any localised repair works are required. Such works will cause a temporary impact of minor to moderate significance, dependent on the location, extent and duration of the repair works.

6 MITIGATION MEASURES, RESIDUAL IMPACTS AND MONITORING

6.1 MITIGATION MEASURES AND RESIDUAL IMPACTS

Within the onshore route trajectory, the following mitigation measures will be put in place:

- Reducing the construction footprint to the minimum possible
- Use of equipment and methods that minimise the generation of dust
- Dust mitigation measures such as site hoarding with dust curtains in place around the trench, wetting of the working area, etc.
- Spill trays in place underneath any equipment that may cause oil leaks
- Adhering to all construction codes of best practice
- Restoring natural areas to their pre-existing condition
- Close communication with land-owners (such as farmers and the Wasteserv Malta management) throughout the construction phase and any repair works thereafter

Offshore, the applicant is currently proposing two self-closing trench methods. The final choice will be based on the results of detailed analyses of the seabed substrate, sea uses within the area and the lowest possible impact of the works.

All fishers will be notified well in advance of the works through a Notice to Mariners so that fishing routes can be amended well in advance.

The HDD exit area into the nearshore will be protected by the use of a silt curtain, which will contain any residue from the drilling works to the immediate vicinity of the trench.

6.2 MONITORING

It is recommended that general construction site monitoring is carried out during the construction phase. Such monitoring will ensure that the Contractor is abiding by the ENVIRONMENTAL CONSTRUCTION SITE REGULATIONS OF 2007 (S.L.552.09) to help keep the adverse impacts of the works to a minimum.

Monitoring during the operational phase is not deemed necessary.

7 SUMMARY OF IMPACTS

TABLE 9: SUMMARY OF IMPACTS TABLE

IMPACT TYPE AND SOURCE			IMPACT RECEPTOR		EFFECT AND SCALE							PROBABILITY OF IMPACT OCCURRING	OVERALL IMPACT SIGNIFICANCE	PROPOSED MITIGATION MEASURES	RESIDUAL IMPACT SIGNIFICANCE
IMPACT TYPE	SPECIFIC INTERVENTION LEADING TO IMPACT	PROJECT PHASE	RECEPTOR TYPE	SENSITIVITY & RESILIENCE TOWARDS	DIRECT/INDIRECT/CUMULATIVE	EFFECT OF IMPACT BENEFICIAL/ADVERSE	SEVERITY	PHYSICAL/ GEOGRAPHIC EXTENT OF IMPACT	SHORT/ MEDIUM/ LONG TERM	DURATION OF IMPACT TEMPORARY/ PERMANENT	REVERSIBLE/ IRREVERSIBLE				
Change of land use	Terrestrial trenching activities	Construction	Existing roads and disturbed ground	High	Direct	Adverse	Medium	Site	Short	Temporary	Reversible	Likely	Moderate	Minimising construction site size	Negligible
Dust emissions	Terrestrial trenching activities	Construction	Existing roads, disturbed ground, adjacent fields	High	Direct	Adverse	Medium	Local surrounding area	Short	Temporary	Reversible	Likely	Minor	Following L.N. 340 of 2022, construction monitoring	Minor
Change of land use	Terrestrial HDD drilling site	Construction	Existing land use	High	Direct	Adverse	High	Site	Short	Temporary	Reversible	Inevitable	Minor	Minimising footprint, Restoration	Negligible
Change of land use	Repair Works	Operations	Existing roads and disturbed ground	High	Direct	Adverse	Medium	Site	Short	Temporary	Reversible	Likely	Minor	Minimising construction site size	Negligible
Noise emissions	Marine construction works	Construction	Fishers	High	Direct	Adverse	Low	Local surrounding area	Medium	Temporary	Reversible	Likely	Minor	Choice of equipment	Negligible
Disruption of vessel routes	Marine construction works	Construction	Fishers	High	Direct	Adverse	High	Site	Medium	Temporary	Reversible	Inevitable	Moderate	Notice to Mariners	Minor
Change of sea use	Marine construction works	Construction	Swimmers & small boat owners	High	Direct	Adverse	Medium	Site and immediate surroundings	Short	Temporary	Reversible	Likely	Negligible	Installation of silt curtain; notice to mariners	None
Disruption of vessel routes	Repair Works	Operations	Fishers	High	Direct	Adverse	Medium	Site	Short	Temporary	Reversible	Likely	Moderate - Minor	Notice to Mariners	Negligible

APPENDIX I

TERMS OF REFERENCE

3.0 A DESCRIPTION OF THE SITE AND ITS SURROUNDINGS (I.E. ENVIRONMENTAL BASELINE)

The existing environmental features, characteristics and conditions, in and around the proposed development site as well as in all locations likely to be affected by the development or by ancillary interventions and operations, are to be identified and described in sufficient detail, with particular attention to the aspects elaborated further in the next sections.

The consultants should also identify (and justify) wherever relevant:

- 1. The geographic area (e.g. viewshed or other area of influence) that needs to be covered by each study;*
- 2. The relevant sensitive receptors vis-à-vis the environmental parameter under consideration (e.g. residential communities, other users, natural ecosystems, specific populations of particular species, or individual physical features);*
- 3. The location of the reference points or stations (e.g. viewpoints, monitoring stations, or sampling points (including depth of multiple sampling points at a single sampling point in the case of water media and sediment, where applicable) to be used in the study; and*
- 4. Other methodological parameters of relevance, also noting that the assessment will normally require both desk-top studies and on-site investigations (including visual observations and sampling, as relevant).*

Note: *It is recommended that these details are discussed in advance with the ERA prior to commencement of the relevant parts of the studies, in order to pre-empt (as much as possible) later-stage issues.*

Wherever relevant to the environmental aspects under discussion, reference to legislation, policies, plans (including programmes and strategies) standards and targets, should also be made, such that the compatibility (or otherwise) of the proposal therewith is also factored into the assessment required by Section 4 below. The discussion should cover the following aspects, in the appropriate level of detail:

- Supra-national (e.g. European Union; United Nations; or other international or regional) legislation, directives, policies, conventions, protocols, treaties, charters, plans and obligations;*
- National legislation, policies and plans (e.g. Structure Plan; National Environment Policy); and*
- Sub-national legislation, policies and plans (e.g. local plans, site-specific regulations, action plans, management plans, and protective designations such as scheduling or Natura 2000).*

Note: *In addition to already in-force legislation, policies and plans, the discussion should also cover any foreseeable future updates (or new legislation, policies and plans) likely to be fulfilled, affected or compromised by the proposed project. Furthermore, it should be noted that some cross-cutting legal/policy instruments (e.g. Water Framework Directive and Marine Strategy Framework Directive) may need to be factored into more than one aspect of the discussion.*

3.1 Land Sea Uses

A description of the land and sea uses within the area of influence of the project, including roads, marine traffic and public access routes. Details including nature, magnitude, proximity to site, etc. should be included.

4.0 ASSESSMENT OF ENVIRONMENTAL IMPACTS AND ENVIRONMENTAL RISKS

All likely significant effects and risks posed by the proposed project on the environment during all relevant phases (including construction/excavation/demolition, operation and decommissioning) should be assessed in detail, taking into account the information emerging from Sections 1, 2 and 3 above. Apart from considering the project on its own merits (i.e. if taken in isolation), the assessment should also take into account the wider surrounding context and should consider the limitations and effects that the surrounding environmental constraints, features and dynamics may exert on the proposed development, thereby identifying any incompatibilities, conflicts, interferences or other relevant implications that may arise if the project is implemented.

In this regard, the assessment should address the following aspects, as applicable for any category of effects or for the overall evaluation of environmental impact, addressing the worst-case scenario wherever relevant:

- 1. An exhaustive identification and description of the envisaged impacts;*
- 2. The magnitude, severity and significance of the impacts;*
- 3. The geographical extent/range and physical distribution of the impacts, in relation to: site coverage; the features located in the site surroundings; whether the impacts are short-, medium- or long-range; and any transboundary impacts (i.e. impacts affecting other countries);*
- 4. The timing and duration of the impacts (whether the impact is temporary or permanent; short-, medium- or long-term; and reasonable quantification of timeframes);*
- 5. Whether the impacts are reversible or irreversible (including the degree of reversibility in practice and a clear identification of any conditions, assumptions and pre-requisites for reversibility);*
- 6. A comprehensive coverage of direct, indirect, secondary and cumulative impacts, including:*
 - interactions (e.g. summative, synergistic, antagonistic, and vicious-cycle effects) between impacts;*
 - interactions or interference with natural or anthropogenic processes and dynamics;*
 - cumulation of the project and its effects with other past, present or reasonably foreseeable developments, activities and land uses and with other relevant baseline situations; and*
 - wider impacts and environmental implications arising from consequent demands, implications and commitments associated with the project (including: displacement of existing uses; new or increased pressures on the environment in the surroundings of the project, including pressures which may be exacerbated by the proposal but of which effects may go beyond the area*

- of influence; and impacts of any additional interventions likely to be triggered or necessitated by situations created, induced or exacerbated by the project);*
- 7. Whether the impacts are adverse, neutral or beneficial;*
 - 8. The sensitivity and resilience of resources, environmental features and receptors vis-à-vis the impacts;*
 - 9. Implications and conflicts vis-à-vis environmentally-relevant plans, policies and regulations;*
 - 10. The probability of the impacts occurring; and*
 - 11. The techniques, methods, calculations and assumptions used in the analyses and predictions, and the confidence level/limits and uncertainties vis-à-vis impact prediction.*

The impacts that need to be addressed are detailed further in the sub-sections below.

4.1 Effects of the environment aspects identified in Section 3

The assessment should thoroughly identify and evaluate the impacts and implications of the project on all the relevant environmental aspects identified in Section 3 above, also taking into account the various considerations outlined in the respective sections.

With regards to Section 3.4 and 3.5 above, the ecological status of the area in question is to be evaluated, taking into consideration the definition of status by relevant EU Policy, and assessing the extent to which the project will cause deterioration in status or compromise the achievement of good status in line with Article 4(7) of the EU Water Framework Directive.

4.2 Impacts related to Climate Change and Climate Change Adaptation

The assessment should address the following aspects, as relevant:

- 1. The contribution of the project to greenhouse gas (GHG) emissions and climate change, including:*
 - i. The direct, indirect and off-site GHG emissions and related impacts during all relevant phases of the project, including those arising as a result of the electrical power demand of the project;*
 - ii. Any massive GHG emissions that may occur as a consequence of accidents or malfunctions;*
 - iii. The impacts of the proposal on carbon sinks (e.g. wooded/afforested areas, agricultural soils, landfills, wetlands, and marine environments);*
 - iv. The components of the project that are expected to contribute to renewable energy generation on site or to a reduction in GHG emissions through substitution of current generation facilities, including a quantification and critique of their reliability and actual net contribution to climate change mitigation as well as an identification of the impacts of such components on other aspects of the environment (e.g. landscape, land take, avifauna); and*
- The implications of the project and its operations and ancillary demands on National GHG emission targets.*

2. *The implications of climate change on the proposal, including:*
 - i. *The aspects/elements of the project that are likely to be affected by changes or variability in climate-related parameters (e.g. temperature, humidity, weather patterns, sea level, etc.);*
 - ii. *The potential impacts that such changes may have on the proposal, including any possible impacts resulting from changes to multiple parameters; and*
 - iii. *The adaptability of the project and its components and operations vis-à-vis the relevant climate change parameters and trends.*

4.3 Environmental risk

The assessment should also address, in sufficient detail, any relevant environmental risk (including major-accident scenarios such as contamination, emissions, explosions, blast, flooding, major spillages, etc.) likely to result in environmental damage or deterioration. The range of accident scenarios considered should exhaustively cover, as relevant:

1. *one-time risks (e.g. during construction or decommissioning works);*
2. *recurrent risks during project operation; and*
3. *risks associated with extreme events (e.g. effect of earthquakes or natural disasters on the project).*

The assessment should include, as relevant: a quantification of the risk magnitude and probability; and risk analysis vis-à-vis any hazardous materials stored, handled, or generated on site or transported to/from the site.

4.4 Effects on Human Populations resulting from impacts on the environment

This assessment should also identify any impacts of the development on the surrounding and visiting population (e.g. effects on public health or on socio-economic considerations), that may result from impacts on the environment. In the case of health-related effects, reference should be made to published epidemiological and other studies, as relevant, and the views of the Environmental Health Directorate should be sought.

4.5 Other Environmental Effects

Any other environmental effects deemed relevant to the project but not fitting within any of the above sections should also be identified and assessed.

5.0 REQUIRED MEASURES, IDENTIFICATION OF RESIDUAL IMPACTS, AND MONITORING PROGRAMME

5.1 Mitigation Measures

*A clear identification and explanation of the measures envisaged to prevent, eliminate, reduce or offset (as relevant) the identified significant adverse effects of the project during all relevant phases including construction, operation and decommissioning [see **Section 1.2.3** above].*

*As a general rule, mitigation measures for construction-phase impacts should be packaged as a holistic Construction Management Plan (CMP). Whilst the detailed workings of the CMP may need to be devised at a later stage (e.g. after the final design of the project has been approved and/or after a contractor has been appointed), the key parameters that the CMP must adhere to for proper mitigation need to be identified in the EIA. Broadly similar considerations also apply vis-à-vis operational-phase impacts [which may need to be mitigated through an operational permit] and decommissioning-phase impacts [see **Section 5.4** below], where relevant.*

Mitigation measures for accident/risk scenarios should be packaged as a holistic plan that includes the integration of failsafe systems into the project design as well as well-defined contingency measures.

The recommended measures should be feasible, realistically implementable to the required standards and in a timely manner, effective and reliable, and reasonably exhaustive. They should not be dependent on factors that are beyond the developer's and ERA's control or which would be difficult to monitor, implement or enforce. The actual scope for, and feasibility of, effective prevention or mitigation should also be clearly indicated, also identifying all potentially important pre-requisites, conditionalities and side-effects.

5.2 Residual Impacts

Any residual impacts [i.e. impacts that cannot be effectively mitigated, or can only be partly mitigated, or which are expected to remain or recur again following exhaustive implementation of mitigation measures] should also be clearly identified.

5.3 Additional Measures

Compensatory measures (i.e. measures intended to offset, in whole or in part, the residual impacts) should also be identified, as reasonably relevant. Such measures should be not considered as an acceptable substitute to impact avoidance or mitigation.

If the assessment also identifies beneficial impacts on the environment, measures to maximise the environmental benefit should also be identified.

In both instances, the same practical considerations as indicated vis-à-vis mitigation measures should also apply.

5.4 Decommissioning Plan

A decommissioning plan (DP) should also be proposed to address the following circumstances, as relevant:

- 1. Removal of any temporary or defined-lifetime development (or of any structures, infrastructure or land use required temporarily in connection with it) upon the expiry of their permitted duration; and*

2. *Removal of the development (or of any secondary developments, infrastructure or land use ancillary to it) in the event of redundancy, cessation of operations, serious default from critical mitigation measures, or other overriding situations that may emerge in future.*

The DP should also include, as relevant, a phasing-out plan, proposals for site remediation or decontamination, and methodological guidance on site reinstatement or appropriate after-use.

5.5 Monitoring Programme

A realistic and enforceable programme for effective monitoring of those works envisaged to have an adverse or uncertain impact. The monitoring programme should include:

1. *Details regarding type and frequency of monitoring and reporting, including spot checks;*
2. *The parameters that will be monitored, their units of measurement, the monitoring indicators to be used; and standard analytical methods in line with relevant EU policy;*
3. *An effective indication of the required action to address any exceedances, risks, mitigation failures or non-compliances for each monitoring parameter;*
4. *An evaluation of forecasts, predictions and measures identified in the EIA; and*
5. *An indication of the nature and extent of any additional investigations (including EIAs or ad hoc detailed investigations, if relevant) that may be required in the event of any contingencies, unanticipated impacts, or impacts of larger magnitude or extent than predicted.*

The programme should address all relevant stages, as follows:

- a) *Where relevant, monitoring of preliminary on-site investigations that may entail significant disturbance or damage to site features (e.g. archaeological excavations, geological sampling, or any works that require prior site clearance or any significant destructive sampling);*
[Note: Official written consent from the competent authorities (e.g. Superintendence of Cultural Heritage) may also be required for such interventions.]
- b) *Monitoring of the construction phase, including the situation before initiation of works (including site clearance), during appropriate stages of progress, and after completion of works;*
- c) *Monitoring of the operational phase, except where otherwise directed by ERA (e.g. where monitoring would be more appropriately integrated into an operating permit); and*
- d) *Where relevant, monitoring of the decommissioning phase, including the situation before initiation of works, during appropriate stages of progress, and after completion of works.*

5.6 Identification of required authorisations

The assessment should also identify all environmentally-relevant permits, licences, clearances and authorisations (other than the development permit to which this EIA is ancillary) which must be obtained by the applicant in order to effectively implement the project if development permission is granted. Any uncertainty, as to whether any of these pre-requisites is applicable to the project, should be clearly stated.

Note on Sections 5.1 to 5.6 above:

The expected effects, the proposed measures, the residual impacts, the proposed monitoring etc. should also be summarised in a user-friendly itemised table that enables the reader to easily relate the various aspects to each other. An indicative specimen table is attached in Appendix 3.

APPENDIX 2

LARGE-SCALE MAPS

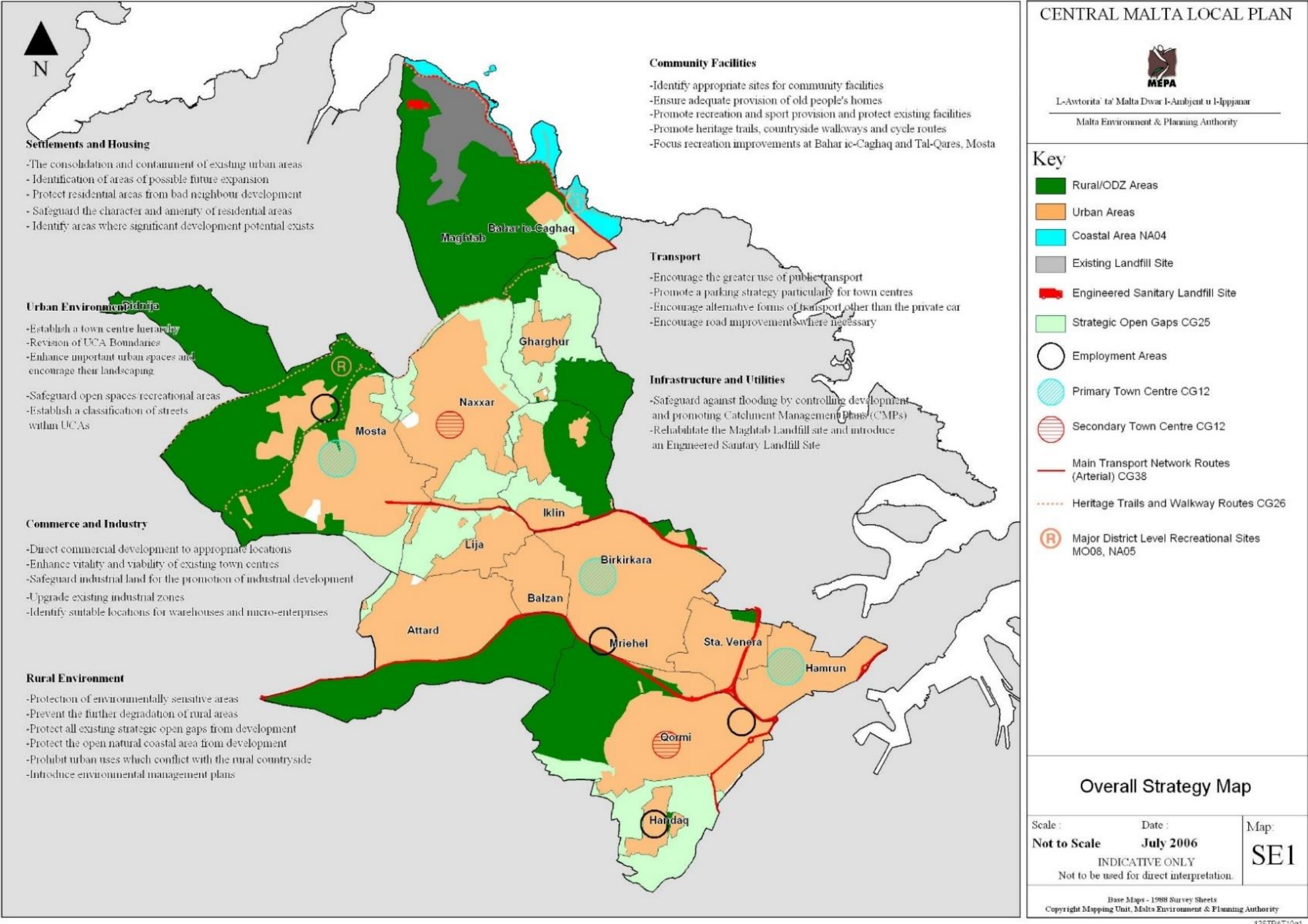


FIGURE 37: LARGE-SCALE CENTRAL MALTA LOCAL PLAN STRATEGY MAP (SOURCE: CMLP,2006)

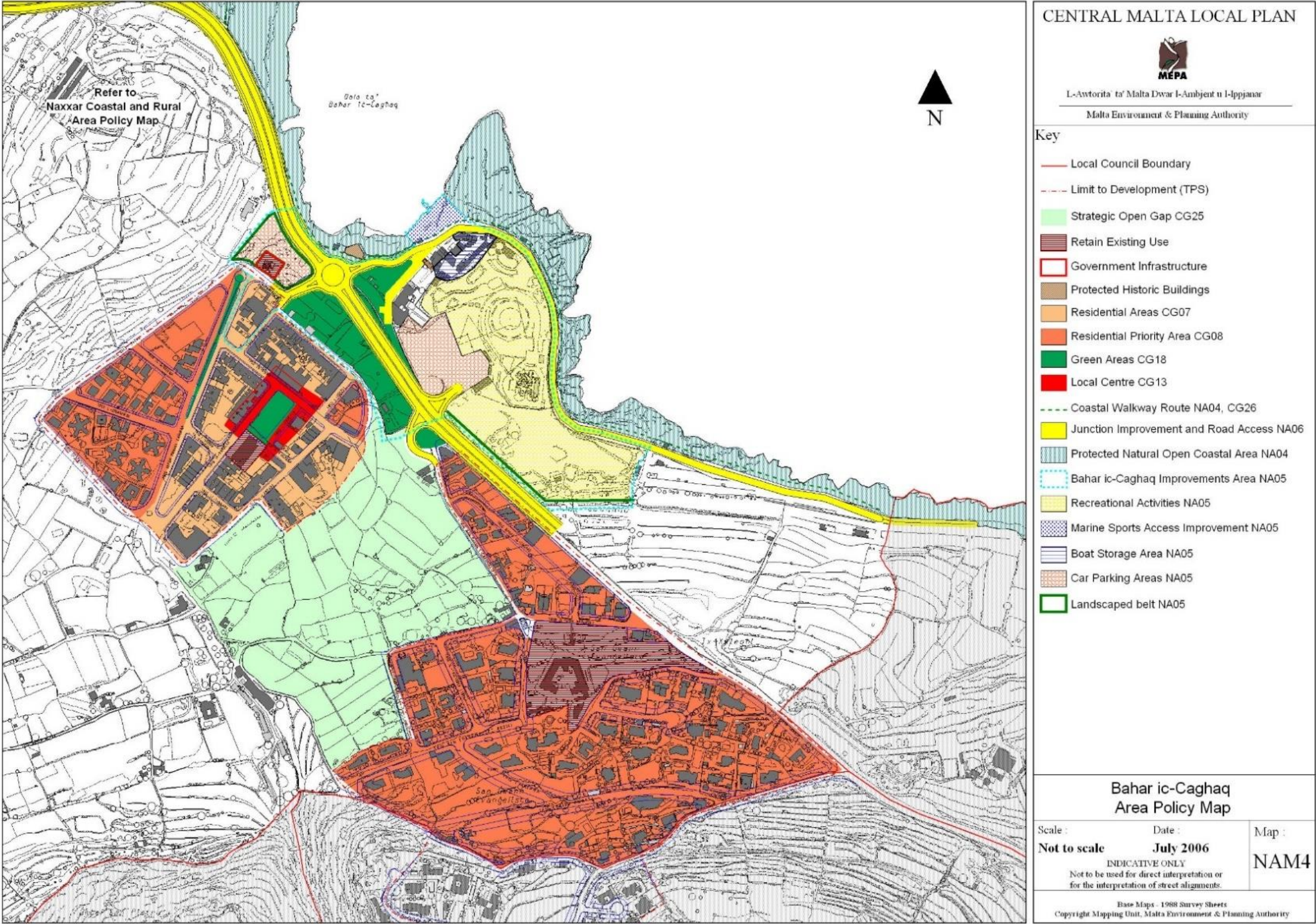


FIGURE 38: LARGE-SCALE AREA POLICY MAP FOR BAHAR IC-CAGHAQ, NAXXAR (SOURCE: CMLP, 2006)

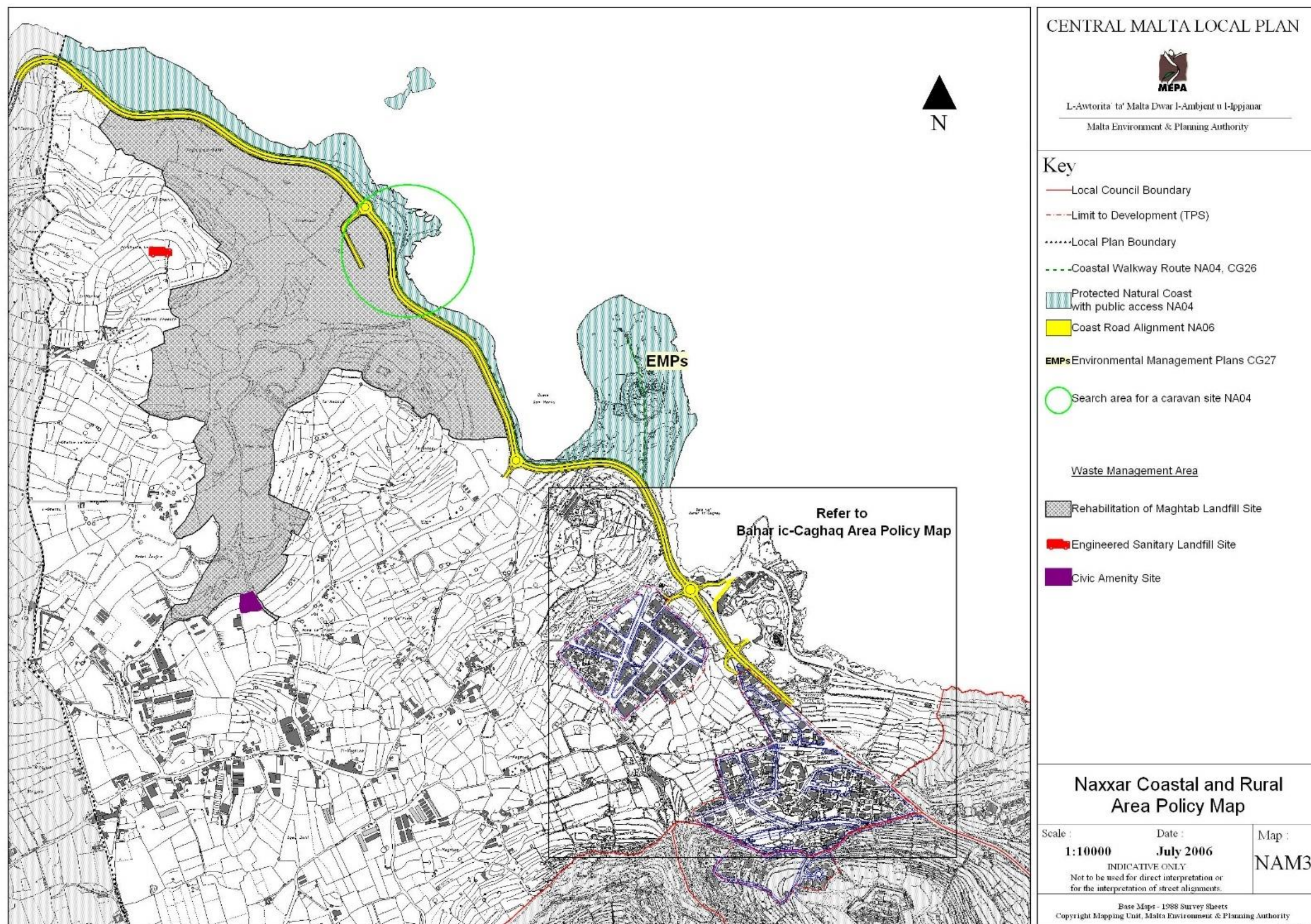


FIGURE 39: LARGE-SCALE POLICY MAP OF NAXXAR COASTAL AND RURAL AREA (SOURCE: CMLP, 2006)

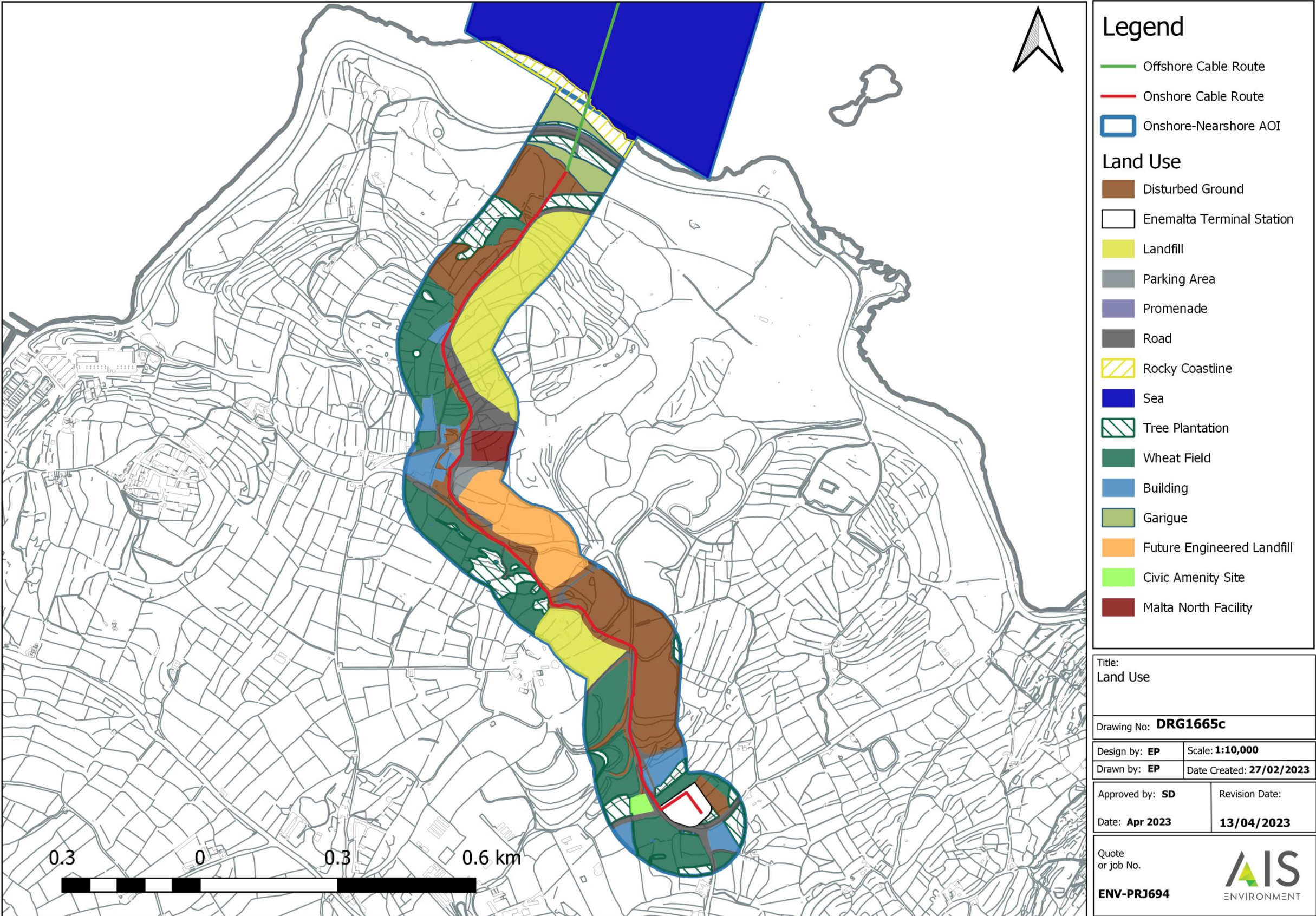


FIGURE 40: LARGE-SCALE LAND USE MAP OF THE STUDY AREA