

23.04.26

Environmental and Social Data Sheet

Overview

Project Name:	<i>KLAIPEDA GREEN ENERGY PORT</i>
Project Number:	<i>2025-0497</i>
Country:	Lithuania
Project Description:	The Project supports the modernisation and expansion of the core TEN-T port of Klaipeda, in Lithuania, (the "Project") developing it into an innovative hub for port services, the maritime industry, and green energy. It includes targeted investments in port infrastructure and operations to strengthen maritime transport and logistics, enable offshore renewable energy deployment, and provide logistical support for allied military vessels. The Project aims to improve the port's efficiency and competitiveness, advance decarbonisation and the green transition in the port and the wider region, and reinforce security, resilience, and the EU's strategic autonomy.

E&S Risk categorisation *High*

Project included in Carbon Footprint Exercise¹: no

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

Environmental and Social Assessment

The EIB financed project is categorised in accordance with the EIB Group Environmental and Social Policy as high risk as several components are likely to have significant environmental impacts and required the preparation of an Environmental Impact Assessment (EIA).

The scope of the EIB project comprises 13 components located within the administrative boundaries of the Klaipeda State Seaport:

1. Waste collection vessel
2. Hydrogen production & refilling stations
3. Two hybrid pilot boats
4. Ro-Ro Onshore Power Supply (OPS) stations
5. Cruise Ship Terminal
6. Dredging Pig's Back–Smelté Channel to 12 m below CD.
7. Breakwater Armour Completion Works (North & South)
8. Dredging of Breakwater Channel to –15.5 m CD. (Sections 21–22)
9. Rebuild Quays 149–151 Phase I (ORE² support)
10. Rebuild Quays 147–148 (10 m)

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.

² Offshore Renewable Energy.



11. Repair of quay walls 77–78
12. A++ Port Operations Office
13. Port Fleet Base

Environmental Assessment

The Environmental Protection Agency (EPA) of the Republic of Lithuania (*Aplinkos apsaugos agentūra*) is the competent environmental authority.

A Strategic Environmental Assessment was carried out for the Master Plan of the Klaipėda State Seaport (*Klaipėdos valstybinio jūrų uosto bendrasis planas*) which was approved on 14 February 2017. The SEA assessed several port-wide interventions that directly overlap with the Project scope, including: breakwater reconstruction; deepening/widening of inner and outer navigation channels; slope reinforcement along the Curonian Spit, the sand-dune peninsula between the Curonian Lagoon and the Baltic Sea; quay reconstruction and construction; and deepening of the harbour basins.

Under Directive 2014/52/EU (amending Directive 2011/92/EU), certain Project components fall under Annex I, others under Annex II, while the remaining components are not listed in the Directive..

Components 2, 7 and 8 were assessed through full EIA procedures which have been approved by the competent authority as they fall under Annex I of Directive 2014/52/EU. Components 5, 6, 9, 10 and 12 underwent screening procedures as they fell under Annex II of Directive 2014/52/EU, and the competent authority issued screening decisions confirming that no EIA procedures were required. Components 1, 3, 4, 11 and 13, because of their characteristics, are not subject to an EIA or screening procedure.

In relation to component no. 2 (Hydrogen production & refuelling stations), a full EIA procedure was completed, and the competent authority granted its approval through decision No. (30.1)-A4E-4442, 5 April 2024.

The EIA report confirms that the facility provides environmental benefits by supporting the substitution of diesel with renewable hydrogen in port-related operations. As stated in the Environmental decision, the site is located fully within an existing industrial port area, with no Natura 2000 sites within the zone of influence.

The EIA procedure reports no significant impacts on biodiversity, soil, landscape or water. Safety risk modelling indicates that impact zones remain confined to the industrial area, without affecting residential or natural receptors. Mitigation is integrated into the design through hydrogen-leak detection, automatic shutdown, pressure-relief systems, controlled ventilation and reinforced safety barriers.

According to the EIA, no significant residual environmental impacts are expected, including no effects on Natura 2000 sites.

The impacts on the environment of the components no. 7 (Klaipėda Breakwaters & Curonian Spit slope reinforcement) and no. 8 (Dredging of the Breakwater Channel to –15.5 m CD (Sections 21–22) were assessed in the 2019 EIA report: “Improvement (Deepening and Widening) of the Outer and Inner Navigation Channels of the Klaipėda State Seaport, Reconstruction (Construction) of the Southern and Northern Breakwaters, Strengthening of Part of the Curonian Spit Slope and Construction of the Southern Port Gate”. The EIA procedure was approved by the competent authority on 4 March 2019 (decision No. (30.1)-A4-1585).



According to the EIA report, the works will improve navigation safety and hydrodynamic stability, with temporary negative impacts during construction including local hydrodynamic changes, seabed disturbance, turbidity and underwater noise. Mitigation measures include phasing the works, coastal erosion mitigation, turbidity controls, noise management, timing restrictions and long-term monitoring.

The nearest Natura 2000 sites are: Curonian Spit, site code LTNER0005, approx. 340 m from the works.

- Curonian Spit National Park, site code LTKLAB001, approx. 340 m;
- Curonian Lagoon, site code LTKLAB010 and LTSIU0012, approx. 2,700 m;

The EIA report includes the determination of the significance of potential effects on these Natura 2000 sites (“poveikio reikšmingumo nustatymas”), and the 2019 EIA decision confirms that significant effects can be excluded; therefore, an Appropriate Assessment was not required.

The EIA report includes the assessment of hydrodynamics, water quality, and sediment transport. Based on this assessment, as endorsed by the competent authority through the 2019 EIA decision, no significant hydromorphological impacts are expected and no deterioration of water-body status is anticipated.

Component no. 5 (Dual-use Cruise Ship Terminal) and 12 (A++ Port Operations Office) were cleared from the need to conduct an EIA procedure as per the Screening Decision (30-2)-A4E-8266, dated 3 July 2024.

Temporary impacts for component no. 5 (construction noise, dust, emissions and minor turbidity) are mitigated through restricted working hours, sediment-quality controls, stormwater treatment and compliant wastewater management. The nearest Natura 2000 sites (Curonian Spit LTNER0005, Curonian Spit National Park LTKLAB001, Curonian Lagoon LTKLAB010, LTSIU0012) lie outside the impact zone. According to the screening decision, no significant effects on the environment or on Natura 2000 sites are expected. The screening documentation also considers operational-phase aspects (air emissions, noise from vessels and HVAC systems, stormwater and traffic), which were not assessed as significant.

Temporary construction impacts for component no. 12 (noise, dust, emissions and minor turbidity) are mitigated through standard measures, including restricted working hours, sediment-quality controls, stormwater treatment and compliant wastewater management. Operational impacts of the office building are limited to typical administrative-use utilities and internal port traffic and were found not to be significant. According to the screening decision, no significant environmental or Natura 2000 impacts

Component no. 6 (Dredging Pig’s Back–Smelté Channel to 12 m) was cleared from the need to conduct an EIA procedure as per the Screening Decision (30-2)-A4E-11412, dated 13 November 2023. Temporary construction impacts (turbidity, underwater noise and machinery emissions) are mitigated through timing restrictions during fish migration, no night dredging, turbidity and slope-stability monitoring, and noise-limit compliance. The screening found no significant environmental or Natura 2000 impacts.

Component no. 9 (Rebuild Quays 149–151 Phase I (ORE support)) was cleared from the need to conduct an EIA procedure as per the Screening Decision (30 2)-A4E 13290, dated 30/11/2022. Impacts (pile-driving noise, dredging turbidity and machinery emissions) are temporary and remain within regulatory thresholds according to the submitted noise and air modelling. Mitigation includes restricted working hours, sediment-quality testing, fish-migration



safeguards and compliant stormwater and waste management. The environmental authority confirmed in the screening decision that no significant environmental or Natura 2000 effects are expected.

Component no. 10 (Rebuild Quays 147–148) was cleared from the need to conduct an EIA procedure as per the Screening Decision (30-2)-A4E-6861, dated 29/05/2024. Short-term construction impacts remain within regulatory thresholds and are mitigated through timing restrictions, noise controls and regulated waste/sediment handling. The screening concluded that no significant adverse environmental or Natura 2000 impacts are expected.

Cumulative impact has been assessed for the components subject to EIA or screening procedures, namely components 2, 5, 6, 7, 8, 9, 10 and 12. The 2017 SEA and the 2019 EIA address cumulative hydrodynamic, water-quality, sediment-transport and Natura 2000 effects related to the breakwaters, slope reinforcement and channel deepening. Screening documents for Components 6, 9 and 10 consider the interaction of dredging and quay reconstruction activities, concluding that cumulative noise and air-quality impacts remain within applicable limits and that no significant cumulative effects are expected. The EIA for Component 2 evaluates cumulative safety-risk interactions with nearby hazardous installations and confirms that combined scenarios remain within acceptable thresholds.

All components requiring construction permits have obtained them, while the remaining components either fall outside permitting requirements or are covered under standard port operational procedures.

Several components of the Project—namely Components 4, 7, 8 and 13—have already been implemented or are under implementation, and no environmental or social issues have arisen to date.

The Project is expected to contribute to the Bank's Climate Mitigation objectives, as several components of the Project contribute to Climate Mitigation, either by enabling the use of zero-emission technologies, supporting renewable energy deployment, or facilitating transshipment of freight between modes.

The EIAs and the Project's climate risk and vulnerability assessment identify a range of climate-related risks relevant to the port, including sea-level rise, storm surges, extreme weather events and flooding. In general, the Project incorporates adaptation measures to address these risks as relevant to each component. Overall, the investments are expected to enhance the climate resilience of key port infrastructure and therefore contribute to Bank's Climate Adaptation objectives.

The Project has been assessed for Paris Alignment and is considered aligned with the EIB Climate Bank Roadmap Phase 2 for both low-carbon and resilience goals. The infrastructure and mobile assets financed are not dedicated to fossil-fuel transport or storage, and the climate-related physical risks relevant to the activities have been identified in the environmental documentation, together with the corresponding adaptation measures.

EIB Paris Alignment for Counterparties (PATH) Framework

The counterparty KLAIPEDA STATE SEAPORT is in scope and screened into the PATH framework, because it is considered high vulnerability.

- The counterparty already meets the requirements of the EIB PATH framework with its existing alignment plans.



Social Assessment, where applicable

All components are located within the established port perimeter. No land acquisition, resettlement or economic displacement is required. No cultural heritage elements are affected. Construction-phase disturbances (noise, traffic, dust) are temporary and confined within the port.

The Port Fleet Base (Component 13) does not currently include separate changing and sanitary facilities for women. A disbursement condition for this component has been included.

Public Consultation and Stakeholder Engagement

The 2017 SEA underwent public disclosure and consultation through the statutory SEA process. For Components 7, 8 and 2, public notification were issued at the start of the EIA procedures, and the public was given the opportunity to submit comments during the prescribed consultation periods.

The screening procedures for components 5, 6, 9, 10 and 12 included public notification on the national environmental portal.

Conclusions and Recommendations

Given the above, the following condition is to be applied:

Prior to the second disbursement

- The second disbursement shall be conditional upon the promoter ensuring that adequate separate changing and sanitary facilities for women are made available at the Port Fleet Base.

Subject to this condition being met, the Project is acceptable for EIB financing in environmental, climate and social terms.