

Environmental and Social Data Sheet

Overview

Project Name:	Calais Port 2015
Project Number:	20130392
Country:	France
Project Description:	The project consists of the expansion of the Calais Port to accommodate more traffic and to alleviate operational constraints of the current port layout.
EIA required:	Yes
Project included in Carbon Footprint Exercise ¹ :	No

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project falls into Annex I of the EIA Directive 2011/92/EU and therefore a full EIA is mandatory. A full and detailed EIA has been prepared for the project and was subjected to public consultation in 2011. It includes an environmental analysis of the overall programme in accordance with the SEA Directive 2001/42/EC. The Environmental Authorisation has been issued by the competent authority (Région Nord-Pas-de-Calais) on 19th December 2012.

Although the closest Natura 2000 area is located more than 5 km from the project site, the EIA includes a detailed study of the impacts in protected sites and concludes that these impacts can be considered as non-significant. This conclusion is confirmed by the French responsible authority for monitoring sites of nature conservation importance, which has issued a Form A declaration of no risk of significant impacts produced by the Calais Port 2015 project.

Therefore the following conditions and undertakings will apply:

Environmental undertakings:

- The Promoter shall ensure that an adequate ESMP, defined according to the EIA and corresponding environmental permits and authorisations, is implemented and monitored during the construction of the project, and will notify the Bank of any unexpected environmental impact or incident identified during construction;

Subject to the above conditions and undertakings being met, the project is environmentally acceptable for EIB financing. The overall residual impacts are considered manageable and acceptable.

Environmental and Social Assessment

Environmental Assessment

The project is subjected to the French Legislation "Code de l'Environnement" which is in accordance with the EIA Directive 2011/92/EU. Additionally, the project is also subject to the following environmental French legislation:

- Code de l'Urbanisme;
- Loi Bouchardeau, on public consultation;
- Loi sur l'Eau;
- Loi Littoral;

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

The initial Master Plan (“*Schème Directeur du Port de Calais*”), produced between 2004 and 2006, included environmental studies that could be compared to an SEA. As the deadline for the SEA Directive transposition into national law was also in 2004 and since then the project scope has also slightly changed, an environmental analysis of the overall programme was included in the EIA (2011) to guarantee compliance with the SEA Directive.

The closest Natura 2000 sites are located more than 5 km from the construction site. According to the EIA, the project is not expected to have significant impacts in these protected areas.

However, according to the EIA, the project will have a number of residual environmental impacts closer to the site:

- Modification of the local hydrosedimentary dynamic mechanisms;
- Increase of water turbidity during land reclamation and dredging;
- Destruction and other disturbances of existing habitats;
- Visual, light and sound disturbances affecting the wildlife;
- Positive impact by creating new habitats in the new breakwater;

Negative impacts will be mitigated through adequate works methodology including:

- proper and timely planning and phasing of works,
- adequate equipment and machinery,
- appropriate waste management,
- conservation of favourable nesting areas for birds during construction and operation of the port,
- spillage action plan,
- implementation of lighting plan,
- transplantation of protected species and,
- other various measures as indicated in the EIA.

Additionally, a compensation measure will also be implemented according to EIA and Environmental Authorisation recommendation. The Concessionaire will have to restore, preserve and ecologically manage a site (with a total area of 20 ha), currently included in an industrial area but in the outer edge of a CDDA (nationally designated area) domain under the Conservatoire du Littoral monitoring.

As for most ports, the project is sensitive to climate change risks and, consequently, to sea level and storm intensity increase. Therefore, an additional height of one metre has been considered in the design of the maritime related infrastructures.

Public Consultation and Stakeholder Engagement, where required

The project has been subjected to public consultation according to French legislation, including 2 different phases. Both of them, managed by the CNDP (Commission nationale de débat public – National Commission for Public Consultation).

The first one (“*Débat public*”), which took place between September 2009 and January 2010, focused on the “*Schème Directeur du Port de Calais*” and was oriented towards the technical solution of the infrastructure. The second phase (“*Enquête Public*”) was undertaken in 2011 and 2012 and focused on the EIA conclusions of the final technical solution.

The results of both public consultation procedures were taken into account by the competent authority when issuing the Environmental Permit and the Declaration of Public Interest.

The Environmental Permits have included a recommendation to nominate a Scientific Committee to follow up and monitor the effectiveness of the mitigation and compensation measures defined at the EIA. This Committee has already been established and has had two meetings where the measures have been presented and discussed. The committee is chaired by La Préfecture du Pas-de-Calais and includes members of the following organizations:

- Région Nord-Pas-de-Calais,
- Chambre de Commerce et d'Industrie Côte d'Opale,
- Conseil scientifique régional du patrimoine naturel,
- Société Botanique du Nord de la France,
- Conservatoire Botanique de Bailleul,
- Groupe Ornithologique et Naturaliste Nord-Pas-de-Calais,
- Observatoire pour la Conservation et l'Etude des Animaux et Milieux Marins,
- Coordination Mammalogique du Nord de la France,
- Université du Littoral Côte d'Opale,
- Maison de la Recherche en Environnement Naturel,
- U.S.T.L. - Station marine de Wimereux,
- Atmo Nord Pas-de-Calais,
- IFREMER Centre Manche Mer du Nord,
- D.R.E.A.L. Nord Pas de Calais - Service Milieux et ressources naturelles,
- D.D.T.M. 62 / Service Eau et Risques / Police des Eaux Littorales,
- Conservatoire du Littoral,
- Eden 62.

Other Environmental and Social Aspects

The Port of Calais, currently operated by CCICO (*Chambre de Commerce et d'Industrie de la Côte d'Opale*), has implemented an environmental management system certified by PERS Eco Ports, supported by ESPO. According to its Environmental Policy, the Port is also committed to environmentally train its staff, comply with all the regulatory and contractual environmental requirements and prevent environmental accidents and incidents. Once a year, the Port produces an Environmental Report made available to the general public and also reviews its Environmental Policy.