

Environmental and Social Data Sheet

Overview

Project Name:	<i>Port of Dover Development</i>
Project Number:	<i>20140737</i>
Country:	<i>United Kingdom</i>
Project Description:	<i>The project consists of the Port of Dover Western Docks Revival (DWDR), including dredging works, filling and land reclamation, new berths, associated handling yards and other operational facilities (e.g. a refrigerated cargo building) and a new marina. Whilst the port mainly serves the cross channel Ro-Ro traffic, the purpose of the new facilities is to attract additional non Ro-Ro cargo traffic and diversify the stream of revenues of Dover Harbour Board (DHB).</i>
EIA required:	Yes
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The project falls into Annex II of the EIA Directive 2011/92/EU and was screened in by a formal Screening and Scoping Opinion issued by the Department for Transport (DfT) Ports Division (Ministry of Transport) in March 2008. The Secretary of State for the DfT issued the official consent through a Harbour Revision Order (HRO) in 2012.

The initial scope of the project (called T2 - Terminal) also included some Ro-Ro related facilities, namely 2 additional Ro-Ro berths. After the HRO approval the original scope was reduced and the Ro-Ro related components have been excluded. Other minor components (non Ro-Ro related) have also been added. Consequently, the Promoter DHB, requested additional screening decisions from Dover District Council (DDC) and the Marine Management Organisation (MMO), which confirmed that the footprint of environmental effects predicted to result from the DWDR scheme are within the envelope of effects assessed within the T2 Terminal EIA and consented via the T2 project HRO. It was therefore confirmed that no additional EIA is required for the DWDR scheme.

The existing EIA envisages two disposal off-shore sites for materials extracted during the dredging works. These two sites are DV010 Dover and DV011 Dover Emergency. If new disposal sites (beyond those already identified at the EIA) are needed to dispose materials from dredging works, the Promoter will need to undergo a new environmental assessment and permit process.

Not included in the EIA approved by the HRO was the aggregate materials extraction from the offshore site "Goodwin Sands" to be used in the land reclamation and filling of the DWDR project. An EIA Scoping Report has already been done and corresponding screening opinion requested to the competent authority. An EIA is currently being prepared.

Some protected sites are located in the area of influence of the project: Lydden and Temple Ewell Downs SAC, Folkestone to Etchinghill Escarpment SAC and Dover to Kingsdown SAC. Natural England, the authority responsible for monitoring Natura 2000 sites, issued a declaration (dated February 9th 2015) confirming that the project is not likely to have significant effects on any protected site and therefore an appropriate assessment according to art. 6(3) of Habitats Directive 92/43/EEC was not deemed necessary.

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.

In accordance to the Water Framework Directive (2000/60/EC), the Environment Agency, the competent authority responsible for water management issued a declaration confirming that the project does not involve modifications of surface water bodies nor groundwater levels.

The main environmental impacts are the following: changes in the hydrodynamic and sediment regime, decrease of water quality and increase in turbidity, disturbances of existing marine and coastal ornithology and marine mammals habitats, disturbance of local fisheries, disturbance of human activity (existing buildings, navigation and others), additional noise and vibrations, decrease of air quality, positive impact in the economy of the region, employment generation and Dover seafront architectural and urbanization improvements.

Some of the main mitigation measures to be implemented during the project timeline are: use of appropriate methods and good working practices as well as adequate equipment to reduce impacts, phasing of the construction adapted to local habitats seasons (birds nesting season, mammals presence) and human presence, definition of mitigation and buffer areas around working sites, groundwater and surface water monitoring, archaeological monitoring, creation of a new navigation access to Wellington Dock, definition and implementation of traffic management and logistic plans compatible with the construction works and the existing local traffic (including provision for parking to serve the new marina, pedestrian and cycle pathways), implementation of a noise management plan (including noise barriers, noise emissions audits, use of adequate equipment), limitation of certain night works, amongst others.;

All this compensation and mitigation measures will be included in an ESMP (Environmental and Social management Plan) to be implemented during the project timeline. An initial version of this document has already been shared with the Bank. The overall residual impacts are considered to be manageable and acceptable.

Public Consultation and Stakeholder Engagement

Consultation has been undertaken throughout the entire EIA process and was initiated early in the scoping phase through the preparation of a Stakeholder Management Plan. This consultation contemplated contacts and meetings with both regulatory entities (with a statutory and legal remit with regard to consents, licenses and approvals) and other interested stakeholders.

Public consultation was held in early 2010 when project and environmental documentation was placed on deposit for inspection and notices were published in the London Gazette (21st January 2010) and the Dover Express (28th January 2010).

Other Environmental and Social Aspects

DHB operates under strict management standards and procedures and has been certified according to: ISO 14001:2004 Environmental Management System, ISO 9001:2008 Quality Management System and EMAS Environmental Management and Audit System. DHB has an independent Environmental Office responsible for coordinating and managing all environment related issues.

Conclusions and Recommendations

Consequently, the following conditions and undertakings have been defined and will apply:

Disbursement conditions

- The Promoter shall deliver to the Bank, before any disbursement related to the Goodwin Sands aggregate extraction works (Stage 3 as per Appendix A.1 - Technical Description), copy of the NTS of the EIA and of the necessary environmental approvals issued by the competent authority. Additionally, and also for these works, a new declaration of no significant impacts in Natura 2000 sites issued by the competent authorities should be presented by the Promoter before any related disbursement.

- The Promoter shall deliver to the Bank, before any disbursement related to dredging works requiring a new offshore disposal site (outside the sites designated at the EIA: DV010 Dover and DV011 Dover Emergency) copies of the corresponding NTS of the EIA and of the necessary environmental approvals issued by the competent authority and of the Marine License issued by the MMO (Marine Management Organization). Additionally, and also for these works, a new declaration of no significant impacts in Natura 2000 sites issued by the competent authorities should be presented by the Promoter before any related disbursement.
- The Promoter shall deliver before any disbursement related to works affecting listed buildings (Wellington Docks and Prince of Wales Pier), copies of the relevant Listed Building Consents issued by the competent authority.

Undertakings

- The Promoter shall ensure that an adequate ESMP, defined according to the relevant EIAs and the environmental authorisations, is implemented and monitored during the construction of the project, and will notify the Bank of any unexpected environmental impact or incident during the construction of any component.

Subject to compliance with the above conditions and undertaking, the project is considered acceptable for EIB financing. The overall residual impacts are considered to be manageable and acceptable.