

Environmental and Social Data Sheet

Overview

Project Name:	PORT DE MARSEILLE – PROJET STRATEGIQUE 2014-18
Project Number:	20150772
Country:	FRANCE
Project Description:	The project consists of the redevelopment of the Grand Port of Marseille to increase its capacity and efficiency in accordance with the Port Master Plan. Works include construction of new quays, demolition and extension of breakwaters, reorganisation of ferry terminals, landside development and removal and refurbishment of bunkering facilities. The works are to be undertaken in the Old Port and at Fos Sur Mer.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

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

Environmental and Social Assessment

Environmental Assessment

The project consists of five elements included in the latest Port Master Plan (PMP) (Projet Stratégique 2014-2018) prepared by the Promoter, Grand Port Maritime de Marseille (GPMM) and approved by the GPMM Surveillance Council (Conseil de Surveillance du Grand Port Maritime de Marseille) on the 28 November 2014. A Strategic Environmental Assessment (SEA) on the PMP was undertaken by BRL Ingénierie and issued in July 2014 (Evaluation environnementale du projet stratégique 2014-2018 du Grand Port Maritime de Marseille). The Environmental Authority (Autorité environnementale du Conseil général de l'environnement et du développement durable) issued an opinion on the SEA on the 25 February 2015, which included the following requirements:

- To quantify the impact of the project for each basin, Fos and the old port, individually.
- To provide more details of the impact of the project on neighbouring Natura 2000 sites.

These requirements were fulfilled in a subsequent analysis issued in March 2015 and undertaken for GPMM by the same engineering company "BRL ingénierie".

The following project components come under Annex II of the EIA Directive 2011/92/EU, amended by Directive 2014/52/EU, leaving the Competent Authority the decision whether an EIA is required or not.

Passe Nord

An Environmental Impact Assessment (EIA) has been completed for the Passe Nord works. The final building permit, dated 12 November 2014, was granted by the Préfecture des Bouches du Rhône, the competent authority, through an arrêté préfectoral. The main environmental impact is the following:

- The increase in water turbidity and decrease of water quality related to sediment generation during construction and dredging.

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.

Some of the main mitigation measures to be implemented are:

- Use of proper construction methodology and good working practices, as well as adequate equipment, to reduce water turbidity and sediment propagation during the dredging and blasting works,
- Implementation of a real time monitoring plan of water turbidity on the closest Natura 2000 site².

Rotule – Fos Container Terminal

An EIA in two phases was carried out by GPPM for the global development of the Fos-sur-mer Port area between 2002 and 2006. Environmental authorisations were granted by the competent administrative authority, the Préfet des Bouches du Rhône, on 8 October 2002 and 10 May 2006, respectively. This authorisation includes the Rotule component of the project. A confirmation letter was issued by the competent authority on the 11 March 2016. Construction impacts, including increased sea water turbidity and disruption of fauna and flora from dredging and construction works, will be monitored by the technical services of GPMM and are expected to be minor.

Corsica/Maghreb Ferry Terminals

The Promoter informed the Bank that the EIA procedure has just started for the Corsica/Maghreb ferry terminals component. The related environmental and work authorisation has not yet been made available.

Feuillane

The consent procedure has been completed.
Natura 2000

Several Natura 2000 sites³ surround the port and the boundaries of the project, with the nearest one located 700m away. A preliminary assessment has been carried out as part of the EIA for the Feuillane, Rotule and Passe Nord and concluded that no significant negative impacts to any of the sites were expected. The study for the Corsica/Maghreb ferry terminals is ongoing. The Promoter informed the Bank that evidence regarding non-significant environmental impact on Natura 2000 has been requested for these components, but has not yet been provided.

The project also includes various other minor components that fall outside the scope of the EIA Directive and no other significant effects are expected.

Social Assessment, where applicable

The project will be built within the current port boundaries. No significant social impacts are expected from the project.

Public Consultation and Stakeholder Engagement

Public consultation related to the EIA for the Passe Nord was undertaken between 21 July 2014 and 21 August 2014. The Commissaire d'enquête in charge of the Public consultation concluded his report, issued on 23 September 2014, with a favourable opinion.

A Public consultation related to the PMP and associated SEA was undertaken between 26 February 2015 and 26 March 2015. The Commissaire d'enquête in charge of the Public consultation concluded his report, issued 21 May 2015, with a favourable opinion.

For all other components, the project will be submitted to public consultation in line with national requirements.

² Côte Bleue Marine (FR9301999)

³ Crau centrale (FR9301595), Crau (FR9310064) and Côte bleue marine (FR9301999)

Other Environmental and Social Aspects

The Promoter will prepare and implement an Environmental and Social Management Plan (ESMP) for all the project components incorporating all the necessary mitigation measures for the impacts caused during construction in accordance with the provisions of the relevant EIAs and National Legislation.

Conclusions and Recommendations

GPMM is an experienced port operator and no particular problems are envisaged during the implementation and operation of the project.

Therefore, subject to the following conditions being met, the project is considered acceptable for EIB financing from an environmental and social point of view.

Disbursement conditions

- *Prior to first disbursement for each project component, the Promoter shall provide to the Bank a Form A certificate of non-significant impact on any Natura 2000 site caused by the project component, signed by the Competent Authority.*
- *Prior to disbursement of the amounts relating to the Corsica/Maghreb ferry terminals the Promoter shall submit to the Bank satisfactory evidence of environmental consent from the relevant Competent Authorities*

Undertakings

- *The Promoter shall ensure that the environmental mitigation measures will be implemented in accordance with the project EIA and corresponding environmental authorisations, and will notify the Bank of any unexpected impact during environmental monitoring.*