

Environmental and Social Data Sheet

Overview

Project Name:	PORT OF YSTAD INFRASTRUCTURE
Project Number:	2018-0533
Country:	Sweden
Project Description:	The project aims at increasing the capacity and upgrading the facilities of the Port of Ystad in order to meet the current market needs by accommodating larger ferry vessels. The project entails the construction of two new deeper ferry berths at a new pier located in the outer port basin with associated facilities in reclaimed areas located to the east of the new berths. It also consists of dredging works in the existing outer basin of the port, the construction of a new breakwater south of the existing eastern breakwater with a new reclaimed platform for future port activities expansion and the extension of the breakwater at the western part of the port.
EIA required:	Yes
Project included in Carbon Footprint Exercise:	No

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

Environmental and Social Assessment

Environmental Assessment

The project is not part of any specific public plan or programme and, as such, has not been subject to SEA.

The project consists on the expansion of a trading port that will be equipped to accommodate vessels of over 1 350 tonnes, mainly ferries. However, as the facilities will not be exclusively dedicated to such traffic, the project falls under Annex I of the EIA Directive.

A full EIA was conducted in July 2016 as part of the application for a revision of the permit in accordance with Chapters 9, 11 and 16 of the Swedish Environmental Code (1998:808) and the environmental permit for the whole project was finally approved by the Competent Authority, the Land and Environment Court of Växjö (*Växjö Tingsrätt, Mark- och miljödomstolen*), on 25 August 2017 with a final *corrigendum* published on 15 September 2017 (Case M 3141-16). This permit limits the current port capacity to a maximum of 4 100 calls per year, without imposing limitations in the size or type of the vessels other than the port's operational constraints dictated by its characteristics. 3 793 calls were recorded during 2018 and the project is expected to increase the port capacity to accommodate 1 500 additional calls. The Promoter confirmed that the expanded port will remain within the operational limits imposed by the current environmental permit until a new permit is requested and granted. This new permit request for additional capacity has been recently filed and the Promoter expects a decision by the Competent Authority in Q3 2019. It is expected that the new permit, if granted, will not only impose a limit in the number of vessel calls, but also to the volume of cargo handled by the Port of Ystad.

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The Municipality of Ystad (*Ystads Kommun*) approved the detailed development plan on 9 February 2018 and amended for minor corrections on 9 October 2018.

According to the EIA, the environmental impacts of the project consist of emissions to air, noise, emissions to water, turbidity and traffic. The degree to which these impacts have an effect on the location differs between the construction and the operational phases of the project.

During the construction phase and to reduce the impact of noise during the construction phase, the guideline values in the Swedish Environmental Protection Agency's general advice on noise from construction sites (NFS 2004:15) will be followed. Furthermore, marine works cause sediment spreading that will be continuously monitored and measures will be taken should sedimentation exceeds prescribed limits.

The site investigation conducted by the Promoter indicated that contaminated soils may be present in the seabed areas to be dredged, particularly at its top layer. Such dredged sediments will be assessed for their contaminants contents and it will only be used as backfilling if the material meets the applicable legal thresholds. Seabed material not meeting the requirements will be treated and disposed-off in compliance with the applicable legislation.

The planned land reclamation is expected to have significant consequences locally due to a total habitat loss within the expanded port limits. In some locations east and southeast of the southern breakwater, eelgrass (*Zostera Marina*) was found. This is categorized as a species of Least Concern according to the International Union for Conservation of Nature. An investigation was conducted, looking into the possibilities of relocating these, although this relocation was not successful. The conducted site investigation shows a trivial bottom composition in the areas outside of the Port of Ystad, without presence of red-listed species or other valuable species. It is reported that the general impact on the natural environment in the immediate area of the project will be minor.

As for the expanded port operation, the relocation of parts of the port activity from the inner harbour to an outer location reduces the impact of noise and air pollution generated by the port activities on the populated areas. This positive impact is enhanced by the use of shore power supply systems for vessels while at the port. As for the negative impact of storm water, the project will adopt measures such as preventing water from flowing over the quayside, the use of oil separators and potable seals for preventing spills as well as the establishment of a specific area in the harbour for damaged port equipment.

According to the EIA, significant damage is not anticipated for any of the existing areas of national interest. With respect to the compliance of the project with Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora and Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds, the impact on Natura 2000 areas which are located in the vicinity of the project site has been assessed and it is estimated to be non-existent to minor and. This is confirmed by a declaration provided to the Bank, dated 27 February 2018, issued by the Competent Authority responsible for monitoring Natura 2000 sites, the County Administrative Board of Scania (*Länsstyrelsen Skåne*). However, it cannot be ruled out that the planned actions make use of areas which are inhabited by birds, and that the proposed measures could thus have a local negative impact on bird life.

Concerning the impact of the project on the water bodies, the so-called principle of non-deterioration as described in Directive 2000/60/EC of the European Parliament and of the Council establishing a framework for the Community action in the field of water policy (the EU Water Framework Directive) is reported to be met. This is confirmed by a declaration provided

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to the Bank issued by the Competent Authority responsible for water management, the County Administrative Board of Scania (*Länsstyrelsen Skåne*).

Carbon footprint calculations have been executed in line with the published document "Methodologies for the Assessment of Project GHG Emissions and Emission Variations, 21 December 2018":

This resulted in the following estimated average annual emissions related to the project:

- Absolute emissions are estimated at 1.4 ktonnes of CO₂ equivalent per year;
- Relative emissions are estimated at -19.3 ktonnes of CO₂ equivalent per year.

For the absolute emissions the project boundaries are the scope 1 & 2 GHG emissions activities of the cargo and passenger handling activities and the scope 3 emissions from manoeuvring and hoteling of the vessels calling the project facilities. The scope 3 emissions are, for this project, limited to the manoeuvring of the vessels as on-shore power supply will be provided at the project facilities and it is expected that vessels will be equipped to use those.

The relative emissions project boundaries are the scope 3 GHG emission changes on transport routes impacted by the project (Tank to Wheel). These include avoided road traffic emissions and vessel emission reductions as a result of the scale increase allowed by the project. The relative emissions are net of generated traffic emissions.

The baseline for the forecast traffic and related emissions in the absence of the project, reflect the assumptions of the Bank's Services on traffic, traffic growth, speed, infrastructure capacity and fuel consumption.

Emissions are estimated as an annual average over the analysis horizon of the project. Emission factors have been adjusted to reflect fleet decarbonisation in a Reference Technology scenario.

The project is not included in the EIB carbon footprint exercise, as it does not meet the threshold of 20 ktonnes of CO₂ equivalent per year in Absolute or Relative terms.

Social Assessment, where applicable

Minor impacts are expected to residents and residential areas mainly due to the distance of the shoreline and the existing rail infrastructure located between the city centre and the harbour area. However, this situation existed prior to the project.

The consequences of the project for professional fishermen and the concerned shipping companies are considered minor.

The EIA was complemented with a broader analysis on road traffic and road noise as well as an assessment concerning risks connected to emergency accidents that may affect individuals. A moderate to large impact of the traffic in the road network giving access to and from the port is expected. The Promoter will implement parking areas within the port limits to limit the impact of increased port traffic in the existing roads system and an ongoing dialogue with the relevant road administrations is ongoing in order to implement measures that are currently beyond the Promoter's scope of action, such as the modification or expansion of the road network outside the port limits.

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Public Consultation and Stakeholder Engagement

Public Consultation in accordance with Chapter 6 of the Swedish Environmental Code (1998:808) has been carried out by the Promoter during the spring of 2016 with the County Administrative Board, the Municipality, special interest groups, the public, organizations and other government agencies.

Conclusions and Recommendations

The Promoter has a solid project management team in place. Therefore, no particular problems are envisaged during the execution and operation of the project.

As such, subject to the following undertaking being met, the project is considered acceptable for EIB financing from an environmental and social point of view:

Undertaking:

- The Promoter shall ensure that adequate environmental, social, health and safety management plans, defined according to the legal requirements and related documents, are implemented and monitored during the construction of the project, and will notify the Bank of any unexpected environmental impacts or incidents during the works.