

EBRD

Baltic Ports Development Project (Kaliningrad Component)

Environmental Impact Assessment

Draft Executive Summary

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Report no. 57952-02
Issue no. a
Date of issue 26-June-2003

Prepared CRJ
Checked ARA
Approved CRJ

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1.1 Introduction

This Environmental Impact Assessment (EIA) regards the port development at Vostochny at the city of Baltiysk in the Kaliningrad Oblast, Russian Federation (RF). EIA is one of the main types of environmental appraisal work required by the European Bank for Reconstruction and Development in its lending process. Environmental investigations are carried out or commissioned by Project Sponsors in accordance with the Bank's EIA guidelines in order to provide sufficient environmental information to enable the EBRD Board of Directors to make a decision.

The port that is planned for will be a terminal for Ro-Ro vessels carrying rail-road and trucks. One single berth will have a quay length of 215 m and a water depth of 11.5 m. The location is shown on the map.



Figure 1 Location of the planned terminal east of Baltiysk and north of the Kaliningrad Canal. A new harbour basin is to be established between the terminal and the canal.

The operation of the terminal will comprise loading/offloading of trucks and railway wagons on Ro-Ro vessels, short-term storage of road vehicles, control and clearance of sea-going vessels, cargoes and vehicles crossing the border of Russia. Cargo turnover is expected to be 1.3 million tons with 330 calls per year.

The key objectives of the terminal are

- the creation of conditions for sustainable economic and social development on basis of expanding the export-oriented industries, and
- the achievement of living standards for the population equal to that of the neighbouring states.

One assumption for this project is that the capacity of the existing Russian Baltic Sea ports will have to be increased by an estimated 11 million tons per year before the year 2015. It is the objectives of this Summary to give a summary of the EIA draft report, which includes disclosure of all relevant information that has been obtained during the consultations up to date.

Further, it is the objective to inform briefly about the performed and planned activities to facilitate the public consultation process.

1.2 Existing environmental conditions

The description of the environmental baseline conditions is based on existing documents and on information supplied by a number of experts from the Kaliningrad region.

The marine environment close to the project area is characterised by high productivity of fish and phytoplankton but also by significant eutrophication. The terrestrial environment at Vostochny peninsula is characterised by a landscape of active and former spoil fields. The former spoil fields are vegetated mainly by blackthorn and willows and the biotope is not considered to be particularly sensitive. Part of the peninsula is a military facility.

The following environmental conditions are found to be of special significance and therefore have to be duly considered in the EIA:

- The ecology of fish species of commercial interest in the Vistula Lagoon,
 - migration of Baltic herring
 - migration of Salmon
 - spawning and nursery area for a broad range of fish species
- The Vistula Spit, which is designated as a Baltic Sea Protected Area by Helcom recommendation 15/5

- The "Vislinskaya Kosa" reserve between the canal at Baltiysk in the north and the Polish border in the south
- The military facility on the project site and the associated risk of release of potentially hazardous waste during decommission prior to construction of the terminal.
- The high intensity of ship traffic in the Kaliningrad Canal and the pollution associated with the risk of collision or other accidents.

No rare animals are observed breeding on the territory of the port construction site.

1.3 Project description

The port complex is planned for a capacity corresponding to an annual throughput of approximately 1.6 million tons. Hereof, approximately 1.3 million tons will be transported by railway and 0.3 million tons by road transport. This corresponds to about $31 \cdot 10^3$ railway wagons and to $34 \cdot 10^3$ trucks per year.

The goods transported by the Ro-Ro vessels will comprise general cargo, large-capacity containers, cars and trucks, large-size and heavy-weight equipment.



Figure 2 Port layout on the Vostochny peninsula

The implementation phase is planned to last about 22 months, including detailed design and tendering. The planned period is from March 2004 till December 2005.

Future development plans comprise an extension of the port with a new container terminal. Future expansion plans should not be restrained by choices made in the early phases.

The "do-nothing" alternative and two other alternative solutions have been evaluated.

The environmental consequences of not establishing the new port will most likely imply a further deterioration of the infrastructure and an increased pollutant emission from inadequate facilities and machineries.

Two alternative solutions have been considered.



Figure 3 Alternative locations for the new terminal

Compared to the alternative locations the Baltiysk option has the following environmental advantages

- Increased living standard for the local population
- Less risk for accidental pollution at sea
- High dilution rates in the marine environment providing a high environmental stability
- Minimised reconstruction of existing infrastructure and settlements.
- Possibility for enhanced sewage treatment for residential areas
- Better harbour reception facilities (Oil, Bilge)
- Removal of a potentially hazardous military site

- Enhanced waste treatment.

1.4 Significant impacts on environment and health & safety

The most significant environmental impacts that are identified are briefly described below.

Construction phase

The following potential significant temporary impacts are identified:

- *Capital dredging and deposition*
Spilled sediments from the major earthworks of 2.1 million m³ of soil may cause environmental harm to the marine environment.

Plumes of suspended sediment may obstruct the migration of fish through the lagoon entrance. Especially, the migration of Baltic Herring is threatened because the Herring shows avoidance behaviour at low concentrations of suspended sediments and because the Baltic Herring represents the economic most valuable fish resource in the area

Sediment spill from capital dredging and deposition also has an impact on benthic fauna which may be destroyed in the vicinity of the dredging operation. Benthic fauna serves as important feed for fish and also for water fowl.

- *Noise*
The noise levels during construction are expected to reach the maximum limit values.
- *Decommissioning of military facility on Vostochny*
Insufficient information on the military facility has been available up to date to assess the environmental risks and impacts associated with the facility. It is assumed that the facility has served as fuel storage for decades. It is therefore likely that the soil in the vicinity of the storage is contaminated with petroleum products. Further investigations will be carried out to identify any contamination and to provide an assessment of its extent.

Operation

The following potential significant adverse permanent environmental impacts are identified:

- *Maintenance dredging*
The amount of maintenance dredging in the new terminal basin is likely to be of the same size as the annual maintenance dredging in the canal of approximately 0.5 million m³. The same environmental impacts as for the capital dredging are expected. The impacts will be of a minor scale but they will occur every year (permanent impact).

- *Oil spill*
At Vostochny, the risk for oil spills due to collision and the risk of accidental spills in the terminal during bunkering due to breakage of hoses or malfunctioning will increase compared with the present situation.
- *Noise*
During operation the manoeuvring of vessels, the handling of cargo and the transportation by road and rail will permanently produce noise. The residential areas are potentially affected by the noise.
- *Waste and waste water*
The production of waste and waste water will have potential impact on the waste handling procedures in Baltiysk and on the recipients of waste water.
- *Hazardous waste*
The handling of different types of cargo will also comprise hazardous cargo. The impact of an accident with such cargo may lead to health and safety impacts as well as to environmental impacts. However, The terminal is not planned for handling of hazardous cargo.

Decommission

As decommissioning is assumed to take place in the remote future or not at all, the specific conditions are inherently uncertain. The following considerations apply to a decommission operation:

The terminal consists of conventional structures for road, rail, harbour and service building constructions. Decommissioning of such structures is familiar and manageable with respect to monitoring the environmental impact.

During decommissioning, any risk of spreading of contaminants that have been accumulated in the area should also be dealt with.

1.5 Mitigation measures and environmental opportunities

Construction phase

The following measures are designed to mitigate the potential temporary impacts identified above:

- *Capital dredging and deposition*
In order to keep the concentration of suspended matter low a maximum spill rate of 5% is required. The methodology that is proposed is suction dredging (possibly cutter suction dredging). The advantage is that these dredgers "clean up" a lot of the sediment disturbance through their water flow. The dredgers are pumping the water soil mixture into land-based spoil fields that have a resident time that is sufficiently long so most of the suspended sediments to settle, and therefore only insignifi-

cant spill occurs from the spoil fields.

A dredging programme will be developed in accordance with WB (IFC) guidelines for Port and Harbour Facilities prior to dredging works to minimise adverse environmental impacts.

Further, the requirement for low spill ratios favours large dredgers that result in a shorter period of impact.

- *Noise*
Protection dikes, 4-5 m high, are expected to lead to a substantial reduction of the noise levels in the residential areas. Therefore, it is required to establish these green belts before the start of the construction period.
- *Decommissioning of military facility on Vostochny*
The military facility is likely to comprise major fuel storage facilities. Since most of the area of the facility will be used for the terminal the present structures have to be decommissioned. For the future development of the terminal the remaining area of the military facility will be used. The character and the extent of the mitigating measures can be assessed upon an inspection.

Operation

The following mitigating measures correspond to the potential permanent impacts identified above:

- *Maintenance dredging*
As for the construction phase the maintenance dredging will be subject to the same requirement of 5% maximum sediment spill.
- *Oil spill*
The risk for oil spills due to collision will be reduced by means of the VTS, which is considered the strongest mean to reduce risk for collision on narrow navigational fairways. The risk of accidental release in the terminal will be reduced by reinforcing strict safety routines during bunkering.
- *Noise*
Protection dikes, 4-5 m high, are expected to lead to a substantial reduction of the noise levels in the residential areas.
- *Waste and waste water*
Application of waste management plans will define requirements for proper storage, transport and final disposal of waste and waste water.
- *Hazardous waste*
As for waste the handling of hazardous waste requires strict compliance

with the management plans, including control of the storage, transport and final disposal in licensed facilities.

Decommissioning

As decommissioning is assumed to take place in the remote future, the specific conditions for mitigation are inherently uncertain. A decommissioning plan that takes environmental issues into consideration will need to be prepared prior to the decommissioning works.

Outstanding actions

Not all design parameters, quantities or details about the design and the location are determined and may still be changed to some extent.

- *Dredging*
Although dumping permits are issued for the offshore dumpsite and at Vostochny for 2003, it will be necessary to re-approve the permits every year. The quantities for earth works given in the project description will be reassessed based on a detailed survey of the topography (on land) and a survey of the bathymetry (at sea).
- *Military facility*
The military facility within the area of the planned terminal has to be inspected and the associated environmental impacts assessed. A field inspection programme has been prepared. The inspection will be carried out when the authorisation has been obtained.

1.6 Outline of Environmental Action and Monitoring Plan

1.6.1 Actions during the construction phase

Environmental Design Review

The design review shall ensure that all environmental provisions relating to the loan as well as other relevant standards are complied with in the design and tender documents.

Environmental Expertise (Russian Procedures)

Environmental Expertise procedures will proceed at federal level with KPA, which will be the future owner of the facility, as responsible project "promotor" according to the federal law 'On Environmental Protection', the federal law 'On the State Environmental Expertise', and the regulation 'On Impact Assessment of Proposed Operation on the Environment in the Russian Federation'.

Follow-up on EIA for EBRD

The follow-up shall review the final design and report all changes that could affect the conclusions of the EIA. The impacts of such changes shall be analysed.

Environmental baseline description

In order to assess the environmental impacts on the water quality after the construction of the terminal a site specific study is needed. This study has to reveal “initial conditions”, which will be used as site specific reference conditions during assessment procedure.

Environmental supervision

The implementation of environmental measures and the environmental performance of contractors shall be supervised during the construction phase. The KPA is the ultimate responsible for this supervision but will be able to engage subcontractors for this matter. Full publicity has to be guaranteed through regular publications as well as through inspection by the Bank.

Specific actions

The potentially contaminated soil at the military facility has to be inspected and the degree and extent of the contamination has to be assessed.

Monitoring of dredging activities

The monitoring activities are still in state where they are to be re-considered following further assessment.

The activity of main environmental impact is the capital dredging activity. Therefore, the following monitoring activities are to be implemented. For all measurements a full documentation for calibration and validation procedures shall be available (Quality Assurance procedure).

Bathymetric survey

A survey has to be performed prior to earth works and shall cover the area where dredging will take place at sea and the depot area (on land). After appropriate periods surveys will have to be performed within the area of present activities in order to verify the volumes removed, pumped in and hence to determine the spill ratio together with measurements in the surrounding water. After accomplishing the dredging works the same areas are to be surveyed again in order to assess the results of the activities.

Sampling of sediments

Sediment samples shall be taken prior to construction in order to give an indication of the characteristics of the soil that will be dredged. At about 20 positions in the dredging area borings shall be performed down to the planned basin depth (maximum 11.5 m).

Sampling of discharge

The discharge that is pumped into spoil fields will have to be monitored continuously in terms of discharge and content of matter. The outlet from the spoil fields shall also be monitored.

Sampling of surrounding waters

The aim of sampling in the surrounding water is to verify that the spill is less than 5 % during dredging. Sampling of suspended matter in the marine environment in the vicinity of the dredging works will be performed in regular intervals as sediment cruises.

Spill criteria

The acceptance criteria for the spill ratio is set to 5%, based on experience from a long list of offshore dredging works (e.g. Great Belt 1994). In case of violation of the criteria the operation procedure must immediately be changed or stopped. It is proposed that suction dredgers with direct pumping into spoil field are used. In this case, the danger of major spill is expected to be limited.

If other dredging methods are applied a monitoring system shall be developed that can verify that the average spill is less than 5%. This requires an on-line system of vessel and acoustic instruments for assessing the density and size of the sediment plume during dredging. Since this method is very cost intensive, it is recommended to apply the dredging method outlined above.

Monitoring of contractors activities

The environmental performance of the dredging contractors shall be monitored by KPA, Environmental Department, based on contractor's reporting and on site inspection. Summary of amounts, environmental characteristics of soils, dredging methodology, estimates of spill, and observed and reported impacts shall be included in annual report.

The environmental reporting of the contractor shall also include other incidents and observations of environmental relevance, in particular observation of oil spills.

Table 1 Overview of Environmental actions during the construction phase

Project Component	Environmental Impact	Action	Timing	Responsibility
Design review	General	Modification of design	immediate	KPA
Environmental expertise	General	Procedure promotion	immediate	KPA
EIA by EBRD	General	Consequence check	After submission of EIA	KPA
Environmental supervision	Suspended matter, flora, fauna	Aquatic environment monitoring	During construction and operation	KPA or its consultant
Site specific Environmental baseline	Suspended matter, flora, fauna	Aquatic environment monitoring	immediate	KPA or its consultant
Monitoring of military facility	Soil contamination (oil)	Monitoring of selected borings	immediate	KPA or its consultant
Dredging monitoring	Spill of sediments	Field survey of dredged material, sedimentation in spoil fields, sediment plumes	During construction	Entrepreneur, KPA, KSMI

1.6.2 Actions during operation

Environmental monitoring

The monitoring activities are still in state where they are to be re-considered following further assessment. At this stage, environmental monitoring during operation is specified at the conceptual level. A final monitoring schedule shall be prepared by the KPA when construction is complete. It shall account for modifications of the project during construction and for the level of traffic related activities on the site.

Annual reports shall address the potential need of programme modification. Monitoring results are compared with the environmental objectives of geographical areas of ecological value. If discrepancies are found between objectives and monitoring results measures shall be proposed how the objectives are achieved.

The monitoring plan has to be revised periodically, e.g. every 5 years.

Air

It is recommended to monitor concentrations of particulate matter concentrations during construction and operation at a location near the edge of the site which is likely to have the highest particulate concentrations from construction and operation. The monitoring could be carried out as two 30-day periods of continuous 24-hour sampling each year. It is recommended to make wind speed and direction measurements together with the particulate sampling, to enable proper interpretation of the monitoring data.

Sea water and sediment

Sea water monitoring data are measured in the canal, the Primorsk Bay and the lagoon within a distance of approximately 5 km from the Vostochny terminal. The amount of stations shall be approximately 20. Samples are to be taken at the surface and bottom.

Water monitoring parameters comprise heavy metals, COC, VOC, hydrocarbons, PCB, PAH, detergents will be measured every 3 month. The parameters suspended matter, salinity, temperature, oxygen, BOD, COD, pH, N_{tot} , P_{tot} and coliform bacteria will be measured monthly.

Sediment analysis will be made on 5 positions within a 1 km distance from the port. Analysis for grain size distribution and organic matter are conducted annually. Further, analysis of heavy metals, arsenic, COC, total hydrocarbons, PCA, VOC, non-polar AH and phenols will be conducted in a 3 year interval.

Groundwater monitoring

Groundwater monitoring data are measured in control wells in approximately 3 locations on Vostochny peninsula.

Water monitoring parameters will have to be agreed upon with the sanitary and Epidemiological Inspectorate of Kaliningrad. The monitoring frequency will be once a year.

Waste

Waste will be monitored as it is collected and removed from the terminal. The waste monitoring parameters follow the waste classification laid out by MARPOL 73/78 and Helcom recommendations. The reporting frequency is once a year.

Waste water

Waste water (domestic and industrial sewage) will be monitored as it is collected and removed from the terminal. The reporting frequency is once a year.

Soil

At contaminated areas the soil has to be monitored annually for the parameters of the specific contamination. Such monitoring is relevant for site acting as temporary or permanent storage of contaminated soil, oil framing area, etc.

For non-contaminated soil the monitoring is foreseen for levels of MAC which ensure no significant bioaccumulation in flora and fauna. Soil sampling has to be performed once a year during summer.

Terrestrial flora

Monitoring stations for vegetation sampling shall be co-ordinated with soil monitoring stations. Sampling will be carried out once a year during late summer. Samples will be analysed for species composition, abundance, content of heavy metals, arsenic, COC and PCA.

Birds will be monitored by annual (synoptic) bird counts. Co-operation with NGOs can be established to provide for more resources. The gain of public participation can also be an asset to the monitoring programme.

Marine flora and fauna

The monitoring area for marine flora and fauna is restricted to a distance of approximately 5 km from the Vostochny terminal. Marine flora has to be described in approximately 3 transects from shallow towards deeper water. The composition and abundance of underwater vegetation has to be described. Transects will be investigated every second year.

Benthic fauna is described by approximately 10 stations where grab samples are taken and analysed for species compositions and abundance. The stations shall cover different substrates, depth and current regimes.

Fish catch will be monitored continuously through the statistics of the Fishing authorities.

1.6.3 Management of specific activities

Maintenance dredging

For maintenance dredging in the basins of the new Vostochny terminal the following requirements are stipulated:

- Suction or cutter suction dredgers are to be applied. Sediments are to be pumped into sedimentation basins.
- Dredging has to be performed outside the period of herring migration (from ice break to mid May)

If other dredging methods are applied a monitoring system shall be developed that can verify that the average spill is less than 5%. This requires an on-line system of vessel and acoustic instruments for assessing the density and size of the sediment plume during dredging. Since this method is very costly, it is recommended to apply the dredging method outlined above.

Oil spill

The oil spill contingency plan for the KPA will have to be modified and adjusted to the introduction of the new terminal.

Emergency response

The emergency response plan for the Baltiysk region addresses management of fire and explosion safety, pollution control, containment, and oil spill contingency. The organisations participating in the emergency response will have to adapt the changes to the risk pattern due to the establishment of the new Vostochny terminal.

Ship waste collection

The organisation, establishment and operation of collection and removal of ship generated waste will be carried out according to the requirements.

1.6.4 Planning issues

Environmental management of the Terminal operator

The terminal operator(s) shall develop plans and procedures for environmental management, which shall include availability of qualified staff and reporting to the KPA.

Environmental inspection

The terminal operator shall conduct environmental inspection within the area of responsibility of the terminal. This includes monitoring and reporting of environmental issues during operation of the terminal and comprises solid waste, waste water, ground water, emissions, storage of hazardous cargo, and specific emergency situations.

Public information plan

The Bank has developed requirements for informing the Bank and the public during construction of the terminal and until full remuneration of the loan.

The Bank requires the project sponsor (MoT/KPA) to commit themselves to on-going public information and communication programmes. For examples, the Bank may require the results of ongoing environmental monitoring to be made available to the public. The Bank requires the project sponsor (MoT/KPA) to provide an annual environmental report and will encourage release of this information on the project sponsors (MoT/KPA) website.

For the period after remuneration of the loan, plans for information of the public are to be developed. The information shall comprise an annual environmental report as well as specific thematic publications that can be connected to specific activities of public interest.

The reports shall include environmental objectives, the monitoring results and the measures proposed to overcome possible discrepancies between objectives and measurements. The long term trend of the environmental state shall be included to guarantee the continuity of the monitoring effort.

Table 2 Overview of Environmental actions during the operation phase

Project Component	Environmental Impact	Action	Timing	Responsibility
Co-ordination with existing monitoring	Minimisation of general environmental impact	Co-ordination between authorities with monitoring obligations	Immediate	KPA
Air	Emission control Ambient concentration monitoring in the air	Monitoring, reporting, recommendations. Independent quality assurance (control)	During operation	KPA, Kaliningrad Center for Hydrometeorology and Environmental Monitoring (KCHEM)
Surface water	Source control Ambient concentration monitoring in the lagoon	Monitoring, reporting, recommendations. Independent quality assurance (control)	During operation	KPA, Board for Natural Resources and Environmental Protection (BNREP) and Territorial Fund for Geological Information under the Ministry of Natural Resources (TFGI)
Groundwater	Ambient concentration monitoring in borings	Monitoring, reporting, recommendations. Independent quality assurance (control)	During operation	KPA BNREP/TFGI
Waste (solid)	Waste flow: source, temporary storage, transport	Monitoring, reporting, recommendations. Independent	During	KPA

	and final deposition.	quality assurance (control)	operation	BNREP
Waste water	Source control Ambient concentration monitoring in the lagoon	Monitoring, reporting, recommendations. Independent quality assurance (control)	During operation	KPA BNREP/TFGI
Soil	Ambient concentration monitoring in selected locations (military facility)	Monitoring, reporting, recommendations. Independent quality assurance (control)	During operation	KPA BNREP/TFGI
Terrestrial flora	Species composition and abundance Sampling of vegetation for chemical analysis	Monitoring, reporting, recommendations. Independent quality assurance (control)	During operation	KPA Kaliningrad State University (KSU)
Marine flora and fauna	Species composition and abundance Sampling for chemical analysis	Monitoring, reporting, recommendations. Independent quality assurance (control)	During operation	KPA Atlantic Scientific Research Institute (AtlantNIRO)
Maintenance dredging	Sediment spill	Monitoring, reporting, recommendations. Independent quality assurance (control)	During construction	KPA KSMI
Oil spill contingency plan	Oil concentration in the	Optimisation and co-	Immedi-	KPA

(OSCP)	environment	ordination of existing OSCP	ate	
Emergency response plan (ERP)	Concentration of hazardous substances in the environment	Optimisation and co-ordination of existing ERP	Immediate	KPA
Ship waste collection	Waste flow: source, temporary storage, transport and final processing and deposition.	Monitoring, reporting, recommendations. Independent quality assurance (control)	During operation	KPA Porte waste collection company
Environmental management	Minimisation of general environmental impact	Optimisation and co-ordination of existing management plan	Immediate	KPA
Environmental inspection	Minimisation of environmental impacts	Control and quality assurance. Reporting and recommendations	During operation	KPA KSMI
Public information	Transparency regarding env. issues, public participation	Publicity of monitoring reports (summaries),e.g. on a website	During construction and operation	KPA

1.7 Public consultation and interaction

1.7.1 Scoping meeting

A scoping meeting was held on the Baltic Ports Development Project (Kaliningrad Component) for an integrated multipurpose cargo-passenger, car-railway ferry connection on Ust-Luga – Baltiysk – ports of the Baltic coast. The meeting was held on 18 March, 2003 in Baltiysk, at the Officer's Club.

Participants of the meeting came to conclusion about possibility and feasibility of creation of integrated multi-purpose cargo-passenger, car-railway ferry terminal at Vostochny Peninsula (town of Baltiysk), having in mind minimization of possible environmental impacts at construction and operation stages of the terminal. Respective measures of environmental protection shall be detailed elaborated at the stage of the feasibility study and then once again discussed with public and implemented. Customer of this construction takes the responsibility to provide public consultations along the whole process of further design of the Project.

1.7.2 Public consultation phase

According to the environmental procedures of the EBRD a public consultation phase of 120 calendar days will be held for information, dialogue and discussion on the environmental impacts of the project. The public phase in this project will start on Monday 30 June 2003.

The public phase will be initiated with the publication of EIA documents.

1.7.3 Public meeting

During the 120 day of public consultation, the KPA will establish a dialogue with interested parties, focusing upon consideration of, and timely response to, substantive comments received, and documentation of all events and communications. It is important for the KPA to be flexible during the public consultation period. A meeting with interested parties is planned for **mid September 2003** for further consultation with the public. The public will be notified via advertisements in the media.

1.8 Information sources

The information material given to the public are listed below:

Published material for the scoping meeting 18 March 2003 is listed below. The full documents are included in the annexes to the EIA Draft report.

- Scoping report (Russian)
- News paper clippings

- Minutes of meeting

Published material for the public consultation period 30.June 2003

- EIA Executive Summary (Russian)
- EIA Executive Summary (English)
- EIA Draft report (English)
- The EIA Draft report in Russian language will be published 21 July 2003.