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1. Introduction

1.1. Background

The Non-Technical Summary (NTS) provides an overview of the environmental and social changes that may occur as a result of a construction of deepwater container terminal DCT 2 of capacity 2 500 000 TEU1 within the industrial area of Northern Port of Gdansk, Poland (further referred to as the Project or DCT 2).

The developer DCT Gdansk S.A. is applying for financing to support the Project and therefore the standards and guidelines of the European Bank for Reconstruction and Development (EBRD) and Nordic Investment Bank are applicable.

This Summary considers construction, operation and decommissioning of the Project as well as associated structures. The publication of this Non-Technical Summary is in line with international best practice and goes beyond the requirements of the Polish Environmental Impact Assessment procedure. It should be read in conjunction with the published Environmental and Social Impact Assessment (ESIA), Stakeholder Engagement Plan (SEP) which describes how anyone interested in the project can make their opinions known to the developer and the Environmental and Social Action Plan (ESAP) which provides a clear summary of how the issues discussed within this document will be managed. All these documents are the main parts of the public disclosure package.

1.2. Need for the Development

DCT Gdansk SA is the operator of the largest container terminal in Poland (DCT1) since 2007. DCT is the biggest and the fastest growing Polish container terminal and the only deepwater terminal in Baltic Sea that can accept calls from the largest vessels from the Far East. DCT Terminal is located in Gdansk in the heart of Baltic.

The DCT Terminal serves Polish import, export, transit as well as sea transit. DCT is the natural gate for container reloading in Central and Eastern Europe. Thanks to investments in road and rail infrastructure conducted by Polish government and Gdańsk City, it has very good connection with inland transportation routes towards Central Europe and Russian Federation.

The Project aims at increasing the throughput and improving the container transloading capacity of the Port of Gdansk. The Project will allow to increase the transloading capacity by 2.5 mln TEU, and to achieve the total capacity of DCT to 4 mln TEU.

DCT 2 covers relatively small area, but its realisation will positively influence the entire area of Poland, and other CEE countries. In accordance with the policy of the European Union Poland should work towards the de-congestion of land transport routes, while intensifying the ship transport. This effect may be achieved by execution of such projects as Container Terminal DCT 2 connecting, within the TEN-T network, the Baltic Sea basin with the motorways in the region of the Baltic Sea, North Sea and Mediterranean Sea.

According to the strategy of European Union the Port of Gdansk plays a significant role as a key link in the Trans-European Transport Corridor No. 6 connecting the Nordic countries with Southern and Eastern Europe.


Due to the existing industrial nature of the proposed site, expected yard capacity, existing infrastructure and environmental impacts, the proposed location is the most feasible and suitable for the Project.

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1 TEU - (twenty-feet equivalent unit) – volume unit equal to the 20 feet container. Container dimensions are 20 × 8 × 8.5 feet, or 6.10 × 2.44 × 2.59 m, equal to ca. 39 m3
2. Project overview

2.1. Project Scope

The Project involves construction of a new deepwater container terminal 2 (DCT2) with associated port infrastructure for loading and unloading of containers. It will be functionally connected to the DCT 1 installation already existing in Port of Gdansk, maintaining integrity and autonomy of both installations.

The Project consists of the following:

- Decommissioning of some of the existing structures, dredging of a shallow port bay;
- Ground levelling with dredged material;
- Construction of infrastructure (water, wastewater networks, foundations);
- Preparing the ground for concrete cover (including paling);
- Concrete pavement of the ground;
- Installation of ancillary facilities, such as lighting, communication, control and security systems;
- Installation of terminal equipment (e.g. cranes);
- Landscaping.

The area of capital dredging works will cover the surface of ca. 220 000 m², while the volume of the excavated material from dredging works will reach ca. 2 000 000 m³. According to the preliminary consideration, 70% of the volume of the excavated material (1 400 000 m³) will be a sediment requiring transportation by barges to the sea disposal site defined by the Maritime Office in Gdynia, while 30% of the material will be sands (600 000 m³), which may be used for infilling the wharf.

The scope of the Project includes some adaptation changes at DCT 1. The works will include development of technical infrastructure, which will need to serve both terminals (notably rebuilding of a fragment of access road and railway siding).

Currently DCT can accommodate one 18 000 TEU ship at a time, which calls once a week and after the construction of DCT 2, the number of transoceanic ships calling the terminals per week will be doubled. The number of smaller vessels (so-called “feeders” - up to 5000 TEU) calling the terminal is estimated at 2-3 per day.

Given the number of ships currently calling the port (up to 20 per day), the increase of ships manoeuvres in the port and in the Gdansk bay is judged as insignificant. It is essential to mention, that the DCT 2 will be one of the terminals operating in the Port and all obligations currently implemented by the Port will apply to the new investment. These requirements apply both, to the ships calling the port as well as the terminals. The safety of ships manoeuvring in the port is ensured through procedures imposed by Port Authorities.

There are also procedures implemented by the Port Authorities concerning environmental protection. These apply i.a. to waste management, oily and ballast water discharge, fuel loading, etc.

2.2. Current Status of the Project

The Project is at an intermediate stage of development. The concept study has been developed for the project. An environmental impact assessment for regulatory requirements has been completed and the environmental consent decision has obtained.

The timetable of the subsequent works is as follows:

- Construction permit: August 2014
- Construction commencement: 2014
- Construction completion and commissioning: 2016
2.3. Compliance with Legal Requirements

Environmental Impact Assessment Report (EIA Report) has been developed in 2013 by an independent consultant EKO-KONSULT and amended as required by competent authorities. The EIA report has been prepared in line with European Union and Polish regulations:

Directive 2011/92/EU of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (EIA Directive);

Act of 3 October 2008 (EIA Act) on access to environmental information and its protection, public participation in environmental protection and on environmental impact assessments (Dz. U. of 2008 No. 199, item 1227 with amendments) that fully transposed EIA EU Directive into Polish legislation;

Habitats Directive 92/43/EEC, on the conservation of natural habitats and of wild fauna and flora (Habitats Directive);


A formal assessment of environmental impact of the project was conducted by the competent authorities as an element of a standard Polish legislative procedure.

The Public consultation process undertaken as part of the EIA is considered to be compliant with Polish and EU regulations. The public were informed about the subsequent stages of EIA procedures. The EIA report was made available to the public for 21 days, during which comments and remarks could have been submitted. No negative comments were submitted, and no conclusions likely to pose a threat to the project concerned were drawn during that period.

Project development will result in destruction of habitats used by valuable birds and bats species. It is not possible to avoid or reduce this impact at source. Therefore appropriate mitigation (compensation) measures have been proposed and included into the environmental permit.

The Environmental Consent Decision for the project was granted by Regional Director for Environmental Protection in Gdańsk on March 28, 2014. The Decision sets up environmental conditions of Project development with regard to onshore and offshore environment.

The EIA report was not intended to demonstrate compliance with the EBRD PRs or international best practice standards; it was rather focused on compliance with Polish EIA regulations. Therefore Environmental and Social Impact Assessment (ESIA) has been developed to meet EBRD and NIB requirements.

Despite the environmental consent the investor is obliged to obtain a permit for Project development in the area at risk of flooding prior to construction permit. Also dredging material disposal requires obtaining a permit prior to construction works; the application should be submitted no later than two months before the planned disposal and include environmental statement.

Permits to be obtained at the planning/construction phase include also:

- permit (derogation) for disturbance of animals, which is required by Nature Conservation Act,
- permit (derogation) for disturbance of animals, which is required by Hunting Law,
- permission for felling trees and shrubs,
- permission for disposal of dredged material in the sea,
- permit (derogation) for building within a flood risk area,
- arrangements with providers of utilities,
- arrangements with the Pomeranian Monuments Conservator,
- construction permit.

Permits to be obtained at the operation phase include:

- water permit for discharge of stormwater into the Gdansk Bay waters,
- (potentially) submission of information on air emission installation,
- (potentially) permit for waste generation.
Compliance Matrix for the projects against EIA Directive is presented in Appendix A. Compliance table with Habitats and Birds Directives is presented in Appendix B.

### 2.4. Review of Appropriate Assessment on Natura 2000

Appropriate Assessment of impacts on Natura 2000 has been prepared in line with EC Guidance by EKO-KONSULT and included:

- characteristics and determination of the subject of protection of the area (based on SDF),
- identification of impacts,
- forecast and determination of significance of impacts and preliminary prediction of mitigation measures,
- analysis and evaluation of possible reasonable alternatives (necessary in case of the negative impact on the environment cannot be excluded),
- identification of overriding public interest and prediction of compensatory measures.

The “Zatoka Pucka” Natura 2000 Special Bird Protection Area (SBPA) is located directly next to the north-eastern border of the investment, partially located within its borders (dredging works within the bay waters, construction of the quay). The area is an important place of wintering and stay/rest during seasonal migrations of water birds within Polish coastal waters. The Standard Data Form of “Zatoka Pucka” PLB220005 SBPA describes the natural value and the importance of the site as follows: “Bird refuge with an European rank of E 12. At least 28 bird species from Annex I to the Bird Directive and 11 species from the Polish Red Data Book (PRDB) are present”.

As a result of the EIA it was stated that:

Investment will result in destruction of breeding sites of the Little Tern, Common Ringed Plover, Common Merganser and Common Shelduck (birds protected within the limits of SPA PLB220005 “Zatoka Pucka”) located at the planned construction site. Authors of EIA classified this impact as significant impact on birds’ population being subject of protection of Natura 2000 protected area, whereas the authority’s (Regional Directorate of Environmental Protection) interpretation says that damaged population is located outside the Natura 2000 area thus the Environmental Liability Directive scheme should be applied to plan compensatory measures and not Natura 2000 specific one;

No negative impact of the Project is expected to species recognized as a priority, in accordance with Appendix I of Birds Directive 79/409/EEC and Appendix 2 of the Regulation of the Minister of Environment of 12 January 2011 on special protection areas (Journal of Laws 2011, No. 25, item 133 with amendments).

Alternatives and the nature of public interest to implement the proposed project have been analysed in the EIA Report. No alternatives for this project were found and at the same time imperative reasons of overriding public interest of its implementation were proved, dictated by economic and social considerations.

Compensation measures have been determined and assessed. They include:

- Creating breeding area for Little Tern (Sternula albifrons) and Common Ringed Plover (Charadrius hiaticula) and Common Shelduck (Jadorna tadorna);
- Installation of nest boxes for the Common Merganser (Memus meraanser);
- Proper work organisation including construction works out breeding season, keeping appropriate distance between the works area and bird colonies, supervision by the birds’ expert.

Proposed compensation measures are found sufficient. Moreover, despite of applied formal scheme of compensation (done by EIA Authors or decided by RDOS), its successful completion will secure sufficient protection of birds population being subject of Community interest.

### 2.5. Public Consultations

According to the Article 79 of the EIA Act, issuing environmental permit is preceded by public participation proceeding, what is ensured by the authority. Compliance of public participation proceeding with Polish law means automatically compliance with EU law, as EIA Directive requirements have been fully incorporated into national legislation.
During the EIA proceeding for DCT2 investment the following actions concerning public participation and disclosure of information were undertaken:

On 21 January 2014 the authority informed the public on the opportunity to submit remarks and comments to the EIA report, through: publishing information on the authority’s (Regional Directorate for Environmental Protection) website and office board, DCT board, DCT of Gdansk City Hall, board of the Roads and Green Management Authority in Gdansk, Marine Office in Gdansk.

In the period of 21 days (23.01.2014 - 13 02.2014) the EIA report was made available to the public. In this period, no remarks were submitted and no NGOs joined the proceeding.

One party to the proceeding – Management Board of the North Port Gdansk – submitted a request for not considering the bunkers No 615 and 616, as places suitable for compensation of negative impacts on bats. Finally, the authority indicated in environmental permit these and also other alterative bunkers as locations for compensation.

Formal consultations held by the local administration authority were also conducted at the stage of development of the following strategic documents (prior to DCT2 EIA procedure):

- Environmental Impact Assessment at the stage of building permit for the Deepwater Container Terminal located within the Northern Port in Gdańsk (DCT 1) (2004);
- Update of the Study of conditions and directions of spatial development for Gdańsk (2007);
- Local Spatial Plan for the Northern Port II (Port Polnocny II) in Gdańsk (2012).
- Regional Strategic Plan (2013).

In addition despite formal procedure additional public meetings with local residents and groups of interest and disclosure of information were undertaken.

2.6. Compliance with EBRD requirements and NIB guidelines

EBRD and NIB are signatories to the European Principles for the Environment (EPE), which promotes sustainable development and the protection and improvement of the environment. The EPE is based on the environmental principles, practices and standards of the European Union. The EPE commitments are reflected in EBRD PR1, 2, 3, 4 and 10.

PR1: Compliant. Some shortcomings identified in the EIA report have been addressed in the ESIA. This refers to socio-economic issues, impact assessment on soil, natural resources and climate. Stakeholders engagement plan and grievance mechanism have been developed. Environmental statement regarding dredged material disposal will be developed at the stage of obtaining disposal permit prior to construction works.

PR2: Compliant. The Company is committed to compliance with Polish Labour legislation and HR policies at national and international level. Internal audits will be ensured to demonstrate compliance with International Labour Organisation (ILO) conventions on child and forced labour, discrimination and freedom of association.

PR3: Compliant. Some action to reduce environmental impacts/mitigate risk of pollution have been planned and incorporated into the Environmental and Social Action Plan (ESAP). They include sampling and analyses of the quality of material dredged during construction works, development of waste management procedures (both at the stage of construction and operation), implementation of management/emergency plans. The Project is planned within area at risk from flooding, therefore the permit from director of regional water management authority for its location in the subject area should be obtained.

PR 4: Compliant. According to ESAP appropriate safety procedures for construction and operation stages will be developed and implemented. Post-construction noise monitoring will be carried out as required by environmental consent.

PR6: Compliant. Marine and coastal ecology issues, environmental impact of dredging works and impact on fish have been addressed in the ESIA. Appropriate Assessment of impact on Natura 2000 site has been carried out. Compensatory measures have been proposed and incorporated into the ESAP.

PR8: Compliant. Archaeological surveys will be conducted before construction works and supervision will be provided during construction.
PR10: Compliant. Stakeholders have been engaged at the stage of formal EIA procedure. Also Stakeholders Engagement Plan has been developed and will be implemented to meet EBRD/NIB requirements. Formal grievance mechanism has been established. Disclosure documents have been developed and made available for public.

2.7. Project Location

The planned Project site is located in Gdańsk and Gdańsk Bay, Pomorskie Province, northern Poland.

Port of Gdańsk is a major international transportation hub situated in the central part of the southern Baltic coast, which ranks among Europe's fastest growing regions. According to the strategy of European Union the Port of Gdańsk plays a significant role as a key link in the Trans-European Transport Corridor No. 6 connecting the Nordic countries with Southern and Eastern Europe.

It is essential that Gdańsk is located centrally in the southern part of Baltic Sea. Gdańsk is a Polish city on the Baltic coast, the capital of the Pomeranian Voivodeship, Poland's principal seaport and the center of the country's fourth-largest metropolitan area.

Figure 1  Project location

The Project covers an area of ca. 47 ha of anthropogenic port area (Port Północny), between the existing Container Terminal DCT 1 (to the east) and ore pier (to the west) and partly forested dunes.

Terminal is served with main transportation routes such as A1 highway and S7 motorway towards Warsaw, S6 motorway leading west, Tri-City Ringroad and Sucharskiego Avenue. Moreover it is connected to Central Railway Line (Centralna Magistrala Kolejowa E 65 Bis (Gdańsk – Warszawa – Katowice).
The Project site (marked T2) together with the existing DCT terminal (marked DCT) are presented in the figure below.

Figure 2 Transportation corridors and the role of Gdansk Port (www.portgdansk.pl)
2.8. Project Area of Influence

The primary area of influence encompasses all project impacts on local resources and receptors. It includes the area within the boundaries of Gdansk surrounding the Project site.

The secondary area of influence is a wider, regional level study area and includes larger scale economic and infrastructure impacts. This area can be identified as Gdansk-Gdynia-Sopot metropolitan area and Pomorskie Voivodeship.

The tertiary area of influence considers the wider, national and international scale impacts of the Project.
2.8.1. Operation of DCT1

Operation of DCT 1 was considered within EIA report, and all environmental and social analyses contained cumulative impacts of both facilities. Impact of DCT2 on DCT1 activities will be negligible as both facilities will be functioning integrally and all management procedures in the scope of traffic, safety etc. will consider operation of both terminals. DCT2 construction will result in the necessity of carrying out adaptation works, however they will be very minor and not connected with significant impacts or disturbance to DCT1 operation.

2.8.2. Operation of the North Port

As a result of DCT2 construction, increase in number of ships operating is expected. It is assumed that, operation of two vessels in DCT, instead of current one, will be possible in the same time.

Taking into account the number of vessels arriving to the port, which is 20 items per day, such increase is assessed to be negligible. Operation of DCT1 and DCT 2 should not influence port operation. Apart from the above, all DCT 1 and DCT 2 operations would be compliant with port procedures, policies and requirements.

2.8.3. Areas located close to associated infrastructure

Operation of DCT2, will cause traffic increase at the Kontenerowa Street and Sucharskiego Road. Kontenerowa street is located entirely in the industrial area whereas Sucharskiego Road runs also through the Gdansk city. It is predicted in EIA report that it will be a 30% increase in the number of trucks during the day, and almost 100% increase in trucks at night.

In addition to car transport, also rail traffic increase in connection to DCT2 construction is expected. Currently 5 trains come to DCT1 per day, and after construction of DCT2, approximately 13 trains per day in total may be assumed (as calculated on the basis of increase in capacity).

It was confirmed in EIA report that the cumulative impact from the terminals and the road as well as increase of railway transport will not result in generation of any significant impacts and will not cause exceeding of the noise standards.

2.8.4. Marine area

Construction of DCT2 is connected with the necessity of dredging the sea bottom and disposal of excavated material at the disposal site. It will take place not only at the construction stage but also in future for maintenance purposes. It is assumed that impacts connected with these activities will be temporary. Other changes in the marine area are associated with the increase of vessels transport in the Gdansk bay, however as mentioned above, it will be negligible. Therefore potential impact on the marine transport or fisherman boats in the area will be insignificant.

Outlined above project area of influence was assessed as part of ESIA, and some actions relevant to project area of influence are included in the ESAP, but in line with EBRD E&S Policy it does not need to be compliant with EBRD Performance Requirements.

2.9. Layout and design

The new terminal will include:

- loading berth (part of internal sea water between the existing DCT 1 terminal and ore pier),
- storage areas for empty and full containers, as well as for cooling containers,
- circulation routes,
- parking areas for trucks and passenger cars,
- gates enclosed structures,
- trans-shipment machinery, i.e. jib cranes, cranes, tractors, etc.,
- washing stand and fuel station – modernization of the vehicle servicing facilities located in the area of Container Terminal DCT 2 in order to adapt them to serve both terminals.

All utilities will be provided from existing networks operated by Port Authorities.
Figure 4  Site layout [EIA report, October 2012]²

² Raport o oddziaływaniu na środowisko przedsięwzięcia pod nazwą: Budowa Terminalu Kontenerowego T2 o zdolności przeladunkowej 2 500 000 TEU w Porcie Północnym w Gdańsku, EKOKONSULT, Październik 2012
2.10. Project Alternatives

Project alternatives, including a “do nothing” option, have been considered. The “do nothing” option was rejected, due to the compliance with regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network.

In accordance with the policy of the European Union Poland should work towards the de-congestion of land transport routes, while intensifying the ship transport. This effect may be achieved by execution of such projects as Container Terminal DCT 2 connecting, within the TEN-T network, the Baltic Sea basin with the motorways of the sea in the region of the Baltic Sea, North Sea and Mediterranean Sea.

The localisation was selected with consideration of the purpose to obtain the total throughput capacity of the both terminals amounting to 4 million TEU.

The analysis showed that the fulfilment of the project objective related to the throughput capacity is possible only in the adopted localisation variant.

The project localisation taken into consideration meets the criteria of the rational land management in the port areas and minimization of interference with the barely developed city areas performing recreational functions as well as those which are socially significant for the residents of Stogi district.

Due to the existing industrial nature of the proposed site, expected yard capacity, existing infrastructure (including the gas connection and grid transmission) and environmental impacts considered location is the most feasible and suitable.
3. Environmental setting

An area of the planned DCT 2 Container Terminal is within an existing port area, at currently not used site, most of which was created through infilling works in the 70's of the last century. The terrain is flat, includes the beach and the dune embankment of diverse shape and absolute heights up to 5 m AMSL\(^2\) forested. There are inter-dune depressions filled with water on a periodic or permanent basis. Some of them are the remains of the illegal exploitation of amber.

The investment area is intersected by Kontenerowa Street, a railway siding and a corridor of installations supplying utilities to DCT 1.

Spatial development plans approved by City of Gdansk Council (resolutions no. LI/1529/2002 and XXXIX/1104/09) designate the Project area for container terminal, industrial, stacking and service functions.

3.1. Physical Environment

The area's geological formation was connected with the development of the delta of the Vistula River. In the subsoil, mainly on Cretaceous formations and only locally in the Tertiary there are diverse Pleistocene formations, including levels of tills from various centuries.

The soil cover is an effect of previously conducted transformations of the area included in the analysis. In most parts of the terrain the soil cover occurs in an initial form, shaped on a sand bed created from the pouring the sands in the 1970s. This layer is very impoverished, without a formed soil profile. The soil which occurs here has no utility value. Typologically the soils are podzols or eolian regosols.

The Northern Port area is a place where amber, a natural mineral is present. Amber deposits were documented in the vicinity of the port area. Historically, this area was and still is an area where illegal mining of amber is performed. Historically, amber was mined in the discussed area in the "Wisłoujście" deposit, with reserve of 178 Mg (worked out).

The project is located within the Major Groundwater Basin (GZWP) No 111 Subniecka Gdanska. The aquifer layer is located deep and is well insulated. GZWP area partly overlaps an area of the groundwater waterbody - JCWPd 15a. Quantitative and chemical parameters of the groundwater are assessed as good.

Marginal lake-type depressions, periodically filled with water are present within the area of the planned project. They result from the presence of pore waters and a shallow groundwater table, 0.2–0.5 m b.g.l.\(^4\)

The marine site of the planned project is located within the transitional waterbody (JCW) PLTWIVWB4 the Internal Bay of Gdansk. In accordance with the water management plan (plan gospodarowania wodami – PGW) the Vistula river basin (2011) JCW ecological status is bad. There is a risk that the JCW will not reach environmental objectives set out in the Water Framework Directive (water quality at least good until 2015). JCW waters receive contamination from a large land area and their condition is directly dependent on the quality of inland waters as well as limitation of inland pressures. Based on the River Basin Management Plan for the Vistula River, the JCW is subject to the temporary derogation, i.e. extension of the deadline for achieving good water status. It should be noted that the current poor state of the JCW is deemed not to be directly related to the activities of the Port of Gdansk, and the DCT 2 construction will not adversely affect the ability to achieve good water status.

The Management of the Maritime Port Gdynia S.A. regularly orders the analysis of condition of bottom sediments remaining on the bottom of port basins. Surveys performed in 2008, 2011 and 2013 did not show sediments contamination except for port basin at Nabrzeże Węgierskie in Gdynia where sediments are contaminated by heavy metals and PAHs.

Gdansk city is situated in the Gdansk Gulf climate region. Characteristic features of this region are: low annual temperature amplitudes, delayed occurrence of seasons of the year, extension of the period between summer and winter, relatively low rainfall, lower temperatures in spring than in autumn, strong winds, mainly from the west, occurrence of the sea breeze.

\(^2\) AMSL – above mean sea level
\(^4\) b.g.l. – below ground level
The average sea level in the region of the Port of Gdańsk calculated in the measuring series from the years 1886-1991 reached 502 cm and showed a growth tendency of 1.5 mm per year.

The region of the location of the planned DCT 2 construction belongs to the areas of high risk of floods and inundations from the rivers, sea and groundwater. The source of flooding except for rainfalls is storm surges raising the Martwa Wisła waters and floods resulting from a storm surge. Elevation of the sea coast and the terminal surface to the level of 3 meters above the present average sea level will protect the terminal against current and future flood risks.

The dominating landscape in the northern part of Stogi Island is the anthropogenic landscape of the Bay of Gdańsk shore line with port buildings and wharfs, as well as industrial facilities and storage depots. It is partially degraded, anthropogenic landscape, neighbouring to the south-east on a semi-natural forest and a natural sea shore. In ecophysiological terms, the city of Gdańsk and the Stogi Portowe area is classified as unattractive.

The nearest sensitive receptors protected against noise – residential housing in the Stogi district - are located approximately 2 000 m due south from the border of DCT.

### 3.2. Archaeology and Cultural Heritage

The project area and forests on the boundary with the terminal accommodate concrete shelters (bunkers) of the Fixed Artillery Battery in Sianki (BAS 25) from the second half of the 20th century, and relics of a German coastal battery of the turn of the 20th century.

According to the Zoning Plan “Northern Port II” facilities such as power plant, back up fire control post, crew shelter, fire post and artillery exchange are protected until the launch of projects stipulated under the plan. All construction works will be supervised by archaeology experts.

### 3.3. Terrestrial and Marine Ecology

The major part of the project site is forested. These wood consist of pine trees, both planted and self-seeded, partially with participation of other species, such as Betula pendula, Pinus nigra or Quercus robur.

The area of the planned construction of the terminal has average natural values. Its significant feature is the participation of nitrophilous and ruderal plants and disturbed species composition of communities, resulting from anthropogenic transformations of habitats.

Small areas of valuable natural habitats listed in the Habitats Directive Annex have been identified within the Project area such as: annual vegetation of drift lines (code 1210), embryonic shifting dunes (2110) and fixed coastal dunes with herbaceous vegetation (‘grey dunes’) (code 2130 - priority habitat). However they are outside of the Natura 2000 areas.

The project site is not valuable for mammals – temporary occurrence of common and widely distributed species (dear and fox) have been observed.

The project area does not belong to the breeding and feeding areas for bats. However there have been wintering shelters (hibernation places) of several species identified, in particular in the concrete bunkers from the second half of the twentieth century and the remains of the German coastal batteries from the late nineteenth and early twentieth centuries.

The area of the Northern Port in Gdańsk is one of the most important places of concentration of water birds in the non-breeding period in the region of the Bay of Gdańsk. The area of the planned project is located within the coastal South-Baltic supra-regional migration corridor, constituting the European migration corridor of water birds, between Northern and Eastern Europe and the wintering areas in Western Europe.

The identified amphibians and reptiles (the edible frog, the common frog, the sand lizard) are sparse and are not significant in the scale of the region, and the species are common in the scale of the country.

The aquatic organisms in the vicinity of the investment do not differ from the neighbouring regions. Seals are sporadically observed along the Polish coast. No seals or porpoises have been observed within the North Port waters in the last years.

The Northern Port area is not too varied in terms of zooplankton. Since the impact of the Vistula on the zooplankton species is significant, bottom invertebrates feeding on organic matter dominate here. Taxonomic composition of macrozoobenthos in the planned project area is typical of shallow southern Baltic, with a similar sediment and bottom current layout. The area in
question can be classified as moderately polluted on the basis of the macrozoobenthos structure. Also as compared with other Bay of Gdańsk areas, the Project area demonstrates exceptionally low numbers and weight of mussels.

All fish species living in the Bay of Gdańsk, both freshwater, seawater and migrating fish, may be found near the port. However the planned site of the works does not provide a rich nutrient base for the fish, and is not therefore too attractive to those species.

3.4. Nature Conservation

The following spatial forms of nature conservation within the meaning of the Nature Protection Act of 16 April 2004 are located within 10 km radius from the planned investment:

- the project encroaches northwards and eastwards on: bird special protection areas PLB220005 “Zatoka Pucka”, located directly at the border of the investment and partially included in its area (dredging works within port waters will take approximately 0.048 % of Natura 2000 area), “Zatoka Pucka” is special protection area for birds, the area is a refuge for birds of European importance, there are 23 species of birds listed in Annex I of the Birds Directive and 7 species of the Polish Red Book of Endangered Species,
- to the south-west: ca. 1.4 km to the north and west: area of significance to the Community PLH220030 „Twierdza Wisłoujście”,
- to the south – east: ca 4 km: area of significance to the Community: PLH220044 “Ostoja w Ujściu Wisły”,
- to the south-east: ca. 5 km: Ptasi Raj nature reserve,
- to the south-east: ca. 5 km: Sobieszewska Island protected landscape area,
- to the south-east: ca. 5.5 km bird special protection area PLB220004 „Ujście Wisły”,
- ca. 8 km westwards: Trójmiejski Landscape Park (“Tri-City Landscape Park”)
- ca. 8 km westwards: nature reserve „Dolina Strzyży” (“Strzyża Valley”)
- ca. 8 km westwards: area of significance to the Community “Bunker in Oliwa”.

Within 3.5 – 10 km from the investment there are also small individual forms of nature protection, such as ecological sites and nature – landscape complexes.

Figure 5  Nature protection areas in the surrounding of the investment
3.5. **Human Geography**

The project is located within administrative boundaries of the City of Gdansk, the capital of the Pomeranian Voivodeship located in northern Poland. Gdańsk is inhabited by over 460 thousand persons, who account for a major share of Poland’s third largest urban area in Poland, with over one million residents, bringing together Gdańsk, Gdynia, Sopot, and the neighbouring towns and communes. Gdansk is one of Poland's major international transport hubs. A major part of the output comes from the handling of goods shipped to Gdańsk by sea. The employment structure in terms of economic sectors is significantly diversified. Maritime and onshore logistics is one of the most attractive industries in terms of attractive jobs and robust growth of the local economy for economic development of Gdańsk and its entire metropolitan area. The 2012 total cargo handling volume in Poland was 10,781.4 thousand tonnes, with Gdańsk handling 5,600.0 thousand tonnes.
4. Environmental and Social Impacts

4.1. Introduction

This section of the report describes the potential environmental impacts that are likely to result from the development of the proposed Project elements. The following section focuses on the current status of the Project and expected environmental and social impacts and benefits.

The construction of DCT 2 will result in transformations of the environment in the area of ca. 47 ha and result in permanent changes. These will be: transformation of the shore into land (land reclamation of the area of circa 0.08 km²), change in the manner of use of 400 m of existing beach and forest area, change in the landscape, removal of the top soil layer and removal of greenery and coverage with hard surface of 47 ha area change of groundwater conditions.

4.2. Air Emission

The site is located away from sensitive receptors.

The impact on the air at the construction phase will be of short-term and limited reach. Apart from emission of pollution from the welding processes and the traffic of construction machines and vehicles in the land there will be also emission from equipment operating in the sea area. It will be emission of fumes from the dredger, the tow truck, cranes and pile drivers. Non-organised emission connected with works in the land will have no impact on the quality of the air in the region of the investment.

During operation period, organized emissions will come from heating of the buildings. In addition, the exhaust gases will be emitted by vehicles. External source of emission will be vessels, emitting gases due to operation of engines and power generators. The planned use of LPG in engines of truck tractors and change of the drive of handling equipment into electric drive will limit the emission of dust and other substances introduced to the air in a non-organised way. However aerosanitary standards will be met in adjacent areas.

4.3. Noise Impact

Construction of new buildings and installation of equipment will be associated with periodical noise emission. Noise impacts will be temporary and transitional.

During operation, noise emission will result from technological processes, i.e. handling and loading of containers. Apart from the above-mentioned movable sources, there are also stationary sources, such as fans, air handling units, connected with the selected buildings. The noise calculations show that noise levels during the night and day would remain below the 40 dB(A) level at the nearest residential areas. Such a low value of noise from the DCT terminals justifies fully a statement that its impact will not affect significantly the total level of noise from the whole port of Gdansk in the nearest residential area. The closest residential areas in Stogi district will not be exposed to noise exceeding standards.

Noise will be generated also by vehicles, used for transport of containers. Assuming that the forecast of traffic intensity for Sucharskiego route did not include the service of the container terminal, the estimated growth in traffic intensity of heavy vehicles is 30% in the day time and about 100% at night and, adequately, growth in the level of noise emitted by these roads was estimated at about 1.5 dB during the day and 3 dB at night. The impact of noise from access roads to the container terminals will not exceed the acceptable values.

4.4. Surface Water and Effluent

During earth works and construction works, there may occur temporary disturbance of local water conditions and a risk of contamination from construction site. Rainwater will be discharged to the port water after pre-treatment. Pre-treatment includes sand traps and oil separator installations on the storm water drainage network. The surface water runoff collection will be implemented through temporary drainage grooves and sedimentation ponds to avoid direct discharge to the reservoir, this is particularly important during wet seasons. These, however, will be short-term and short range impacts.
During performance of dredging works and transport of excavated material into dump, there will be a periodic increase in the quantity of suspended matter and biogenic substances as well as organic matter. This will result in a periodic increase in the turbidity of water and reduction in transparency of water as well as deterioration of oxygen conditions of water in the region of the performed works.

The planned depth at the quay for Container Terminal DCT2 will be 17.5 m. The area of the dredging works will amount to approx. 220,000 m². Whereas, the volume of the spoil derived from the dredging will be approx. 2,000,000 m³. Dredging works will result in periodic disturbance in the sea as a result of the turbidity caused by breach of bottom sediments. The impacts involved in the dredging work also includes: permanent bay bottom morphology change in the DCT2 area and temporary contamination by floating matter in the course of the construction works. These impacts will be however limited to the local scale and time of works conducted. According to the initial findings 70% of that volume (1,400,000 m³) constitute silts requiring storage at a sea dump-site and 30% will be sands (600,000 m³) suitable for shore reusing within the scope of the planned quay and to balance civil works associated with land levelling to an elevation of +3.00 m a.s.l.⁵

The dredged silts may be deposited at the Bay of Gdansk sea dump-site, used previously as a dump-site for silts dredged during the construction of the Maritime Container Terminal in Gdansk ("DCT" dump-site).

Operation of the terminal will result in generation of rain water, discharged to the port waters after pre-treatment. New pre-treatment facilities are planned for DCT2 including settling tanks and separators.

Domestic and technological wastewater will be discharged into the port’s sewer system. Port sewer system is connected to Gdansk municipal WWTP.

Sanitary waste water from vessels will be collected directly from units with specialized ships or wheeled equipment. The Port of Gdansk Authority SA guarantees the reception of waste generated during the sea vessel operation as stipulated under the MARPOL 73/78 Convention: sewage, waste oils and their mixtures and solid waste.

4.5. Ecology and Nature Conservation

Project development will result with destruction of breeding sites of the Little Tern, Common Ringed Plover, Common Merganser and Common Shelduck in the area of construction of the terminal. For details please refer to the Chapter 2.4.

In the environmental permit, the authorities stated that no adverse impacts will take place, on condition that the following compensation activities for the affected species will be undertaken:

- Compensation for the Little Tern (Sternula albifrons) and Common Ringed Plover (Charadrius hiaticula), involving the establishment of a strip which cannot be penetrated by humans and land predators (such as foxes, minks, martens, raccoon dogs) of the coastal area, 350 m in length as a minimum, with an area appropriate for the breeding site of the species (beach, white dune), not smaller however than 2 hectares.

- Actions to mitigate the impact of the project on the Common Merganser (Memus meraanser), involving the installation of nest boxes for the Common merganser (30 units)

- Actions to mitigate the impact of the project on the Common Shelduck (Jadorna tadorna), involving making of 10 artificial holes or installation of a structure with recesses and shallow pits made of concrete slabs and rubble (possible use of concrete rings or adaptation of concrete items in the site camp - former military shelters and fortifications)

Mitigation or compensation actions regarding impact on other bird species, including e.g.:

- conducting specific works outside the breeding season - i.e. outside 1 March - 31 August time window,

- preventing the establishment of breeding sites by birds during the construction works at the site in the 1 March - 31 July time window.

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⁵ a.s.l. – above sea level
• keeping the appropriate distance between the works and bird colonies, where work may not proceed in the breeding season, and their marking,

• oversight by an expert ornithologist,

• compensation of the expected loss of bird breeding sites by the installation of nest boxes for smaller species as well as tree and shrub planting.

The planned project will not generate any adverse impacts on other Natura 2000 areas, including the nearby PLH220030 “Twierdza Wisłoujście” and PLH220044 “Ostoja w Ujściu Wisły”.

4.6. Marine and Coastal Ecology

Key impacts on the marine environment associated with construction works relate to interference with the construction of embankment of the length of 650 m, and deepening of approach channels to the proposed depth of 17.5 m

Impacts associated with works in the DCT2 maritime area refer to infilling of part of the bay, interference in the sediments during dredging, changes in the morphology of the gulf bottom in the DCT2 area, risk of oil and waste pollution including vessels engaged in dredging work, disturbance to fish and organisms associated with the marine environment (noise, pollution, destruction of bottom sediments and bottom structure, storage of dredged material on land).

4.7. Landscape and Visual

During construction phase, impact on landscape will be temporary and will be associated with transformation of the area and the presence of construction equipment.

The project will be located in the port area, adjacent to the other port and industrial investments, therefore, it will fit to the current landscape.

4.8. Land and groundwater

At the construction stage, impact on the ground surface will consist in change of the terrain structure of the investment area.

During earth works, there is a risk of local impact on shallow groundwater conditions. It is however predicted that contamination of deeper layers of underground waters will be highly limited. Procedure for leakage prevention and removal will be developed. Potentially polluting materials will be stored in dedicated, segregated storage areas, with spillage protection and appropriate environmental security measures to prevent accidental release to ground during storage.

During operation, the surface area will be paved and the area designated for containers of hazardous substances will be additionally protected. Development of sealed, paved cover will minimize the risk of land contamination. Non-developed ground will be landscaped. Procedure for leakage prevention and removal will be developed and included into CEMP. This will include clear rules for storage and handling with hazardous materials. DCT has relevant procedures for spill prevention and response.

At the stage of operation, there is a risk of accident involving vehicles carrying hazardous substances, which due to unsealing may spill on the road surface. Terminal area will be paved and drained, what will prevent from migration of substances into the soil and groundwater.

4.9. Solid Waste Management

During construction phase, a considerable amount of waste will be generated; these will by waste mainly related to the construction works. During the process waste shall be generated predominantly from the construction site, refurbishing and dismantling buildings and road infrastructure including soil and earth from contaminated areas, packaging wastes, wastes associated with the use of decorating materials paints and varnishes. Contractor will conduct waste management in accordance with applicable legal regulations.

During operation of DCT 2, typical waste related to such operation will be generated. Waste generated during operation is typical waste from the so-called maintenance of traffic in the area, no manufacturing operations will be conducted which could be the source of waste. Waste register will be maintained in compliance with suitable regulations.
Management of waste from the terminal is exclusive of waste coming from vessels, which use services of the DCT 2. Management of waste from the new investment will be conducted together with management of waste from the operation of the DTC1. Generated waste will be temporarily collected in the area of the terminal in a selective manner at the designated and described places of storage, in bins or containers. Hazardous waste will be collected in locked bins or containers at especially designed for this purpose hardened and roofed places in order to protect against penetration of harmful substances to the soil and waters.

4.10. Soil and mineral resources

Soil cover will be permanently transformed.

The Northern Port area is a place where amber, a natural mineral is present. It is possible that during land and the sea earth works, amber may be found. In the event of larger quantities of amber being reported during construction works a concession for their excavation will have to be sought.

4.11. Archaeology and Cultural Heritage

During dredging works, historical objects may be revealed, therefore they should be conducted under archaeological supervision. At the further stages of investment implementation (before obtaining construction permit), approval of the project by the Pomeranian Monuments Conservator is necessary. Consultation with this authority will refer mainly to the issue of dredging activities in the marine area. As confirmed by DCT, these activities will be preceded by magnetic prospecting with a purpose of identification and protection of archaeological monuments (wrecks). Such approach will be in line with previous (current) practices, when dredging in the North Port.

Bunkers (which are not historical monuments, in the meaning of law) will be demolished (as per provisions of local spatial development plan).

During ordinary functioning and in the event of possible emergency situations, there will be no impact on protected monuments.

4.12. Social-Economic Impacts

4.12.1. Influx of construction force

Social impacts may occur particularly during a 2-years-construction period, which is associated with influx of new employees to Gdansk city.

Estimated number of employees at the construction site will be approximately 200 people, however in the “peaks” even 300 workers should be expected.

It may be assumed, that most of workers will come from Pomerania region (as at DCT1 construction), however it is likely that some part of workforce will be from other areas of the country. Depending on the selection of General Contractor, some of specialist works (piling, dredging) will be conducted by workers from abroad.

Most of employees will be accommodated in Gdansk.

As Gdansk is a large city, it is assessed that an influx of even 200 people will be practically imperceptible. Potentially new workers may cause some nuisance to local neighbourhood through trespassing private property, drunken fights, thefts, fights or robberies. Based on experience during DCT 1 construction, due to the work time and character of work (physically demanding) occurrence of such incidents has not been reported. General Contractor will be obliged to develop and implement measures to prevent from such incidents (e.g. regulations, code of conduct, cooperation with police, engagement of local communities).

Social impacts may be considered also with relation to new employees. It may concern: overtime work, labour conditions, Health and Safety issues, timely salary payments, accommodation standards, etc. These risks will be mitigated through independent DCT audits as well as Labour Inspectorate. DCT has currently very advanced provisions/procedures in relation to health and safety requirements for their Contractors, and this will refer also to the General Contractor selected for DCT2 construction. Apart from this, DCT will ensure that the Grievance Mechanism will be available for all contractors and contractor’s employees, to ensure that any remarks, claims and concerns may be submitted directly to DCT.
4.12.2. Economic Displacement

Project execution will not have impact on fishermen in the bay due to location within existing Northern Port area where fishing is prohibited. Also the project will not cause economic displacement. Sea fishing requires obtaining a permit from Marine Authority in Gdynia and is forbidden in the area of navigational waters. Dredged material from the Project area will be disposed within existing and operated disposal site therefore it will not have negative impact on fishing activities. Based on available information it may be stated that vulnerable groups will not be impacted by the project and that specific concerns and expectations of the local communities lie outside ES&H issues. No concerns were raised during public consultation at the stage of EIA procedure as well as presentation of strategic documents for the region as to the limitations, which may be an effect of the development of the Port of Gdansk. If any issue grows in the future, it should be quickly detected thanks to the activity of local fishery groups and thanks to the grievance mechanism, which has been implemented according to the EBRD requirements.

The DCT EIA decision public participation procedure (which was open in February 2014) resulted in no comments from any entity, and information about DCT applying for EIA decision was widely known due to the presence of this information in local media, especially www.trojmiasto.pl. This information was additionally highlighted by the fact of world’s largest ship Maersk Mc-Kinney Møller calling DCT terminal in August 2013, when EIA report was still not submitted to the authorities. This event was covered by local, regional and national media, including main news programmes. No feedback from any groups seems to be the confirmation, that DCT project is not perceived as any kind of constraint for local communities and groups.

4.13. Health, Safety and Public Nuisance

Local adverse effects occurring at the site during construction will be temporary and short-term. During construction works, risks of accidents and failures may relate to work of vessels, which will be dredging basin of the North Port and disposing excavated material for infilling of the wharf. Emergency events may consist in oil (fuel) spills.

During DCT 2 operation accidents and failures may be connected with operation of transport vehicles: ships, bridge cranes, tractors, cars and rail cars. The vast majority will not, beyond posing threat to health and life of personnel, cause environmental hazards.

The main impacts and mitigation measures are described below.

4.13.1. Traffic and Transport

Operation of DCT2 may potentially influence traffic at the Kontenerowa Street and Sucharskiego Road by traffic jams, road accidents, potential damage to roads from heavy loads, noise nuisance and air emissions. Kontenerowa street is located entirely in the industrial areas whereas Sucharskiego Road runs also through the Gdansk city, however outside dense residential areas. Sucharskiego Street connects Port of Gdansk with main arteries of big capacity such as Tricity south ring-road, A1 highway and express road S-6 which allows heavy transport to bypass residential areas. Project realisation may cause increase of number of trucks of 30% during the day and almost 100% at night, however cumulative impact from the terminals and the road will not exceed admissible noise and emission levels.

Traffic safety issues with regard to Project area will be included in the Transport Management Plan. It will provide specific provisions to control and enhance construction traffic safety. TMP will be consulted with institutional stakeholders as well as other Port roads users: haulage companies cooperating with other Port companies, and where relevant with local communities.

Movement of people and vehicles at the terminal will be strictly controlled.

DCT will adapt traffic safety procedures already implemented at existing DCT1 and haulage companies will be obliged to comply with them. Additional checks on the load of the vehicles leaving their site will be carried out to prevent accidents and damage to roads outside the terminal.

4.13.2. Unexploded ordnance

Social and environmental impacts may also result from unexploded ordnance that potentially may be found at the sea bottom or on land. DCT developed the procedure which is aimed to ensure
such a procedure will be implemented at DCT2. According to the procedure DCT activities related to the detection of explosives, excavation, protection, destruction or neutralisation may be conducted only by the Military Sapper Patrol (MSP) or the Specialist Civil Sapper Company (SCSC). All detected explosives and hazardous objects will be properly secured by the Police or the SCSC until they are handed-out to/taken over by the MSP.

4.13.3. Emergency Response

Provisions of International Convention for the Safety of Life at Sea and International Ship and Port Facility Security Code were introduced in the Port of Gdansk in order to ensure the safety of maritime transport, determine the role and range of each institution responsibility and to determine rules of international cooperation in detecting and countering threats to ships. Port of Gdansk received IMO 12543 and UN locator PLGDN in accordance to provisions of international law. An integrated security management system has been implemented in the Port of Gdansk. Specialized services ensure fire, technical and environmental safety as well as security (both persons and property) units. Rules of ships traffic in Port of Gdansk are regulated by proper ordinances issued by the Director of Maritime Office in Gdynia.

DCT is obliged to comply with the rules and regulations applicable at the Port of Gdansk.

Project location within so-called external port allows minimising the risk of ships collision that is assessed as low.

4.13.4. Vibration

No impacts of vibration which is harmful to people are expected to occur during sea wharf construction, Residential areas in Stogi district will be located beyond the area, where noise standards will be exceeded.
5. Management and Mitigation Measures

5.1. Management Systems

DCT Gdansk will implement Environmental, Social, Health and Safety ("ESHS") management system consistent with ISO14001 and OHSAS18001. The system will include employees, subcontractors and any other persons acting for the Project.

The management system will address:

- Environmental and Social Policy,
- Grievance Mechanism,
- Stakeholder Engagement Plan,
- Construction Environmental, Health and Safety Management Plan and Operational Environmental, Health and Safety Management Plan, including emergency respond, traffic and transport (Transport Management Plan),
- Archaeological Findings Procedure,
- Construction and Operational Procedures compliant with internal regulations of Port of Gdansk (regarding dredging, traffic, ballast and bilge water, waste and oil, hazardous material handling),

Existing DCT1 procedures will be adapted as well as procedures/regulations of Port of Gdansk Authority. They will refer to transport activities, unloading and dispatch of goods, occupational health and safety, sewage discharge, including ballast water and bilge waste management and handling of hazardous substances (including containers containing hazardous products).

ESHS management plan will be maintained and up to date throughout the whole life of the project.

5.2. Measures to Mitigate Negative Impacts

<table>
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<tr>
<th>Receptor</th>
<th>Action</th>
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<tbody>
<tr>
<td>Air Emission</td>
<td>All goods will be delivered in containers to prevent fugitive emissions. Planned use of LNG in the tractors engines and providing electric power supply to the handling equipment will reduce emissions of particulate matter and other substances into the air. At the construction stage, protection of the transported soil and building materials against dusting will be provided. New technology (so called cold ironing) will be used to supply energy to the moored vessels (for vessels that are adapted to this type of technology). The project will take into account the need to minimize the distances for vehicles moving containers (a direct impact on reduction in fuel and energy consumption). The design will envisage the application of new technology of energy supply to the moored vessels, the so-called, cold ironing (other designations: alternative maritime Power (AMP), or shore power for vessels, which will be adapted to this type of power supply technology.</td>
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<tr>
<td>Surface Water and Effluent</td>
<td>Measures aimed at pollution control at the Port of Gdansk are determined in the &quot;Guidelines for emergency and pollution control in the port water regions under the management of Port of Gdansk Authority SA&quot;. DCT will implement procedure to prevent stormwater contamination with effluents from containers. The procedure will include measures to undertake in case of spill and stormwater contamination. The Port of Gdansk Authority SA conducts regular examination of the contents of pollutants in the port water regions. Technology of construction works will ensure protection of waters against contamination. The North Port has appropriate equipment for mitigation of impact in case of spillage (such as oil catcher, sorbents etc.).</td>
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**Non-Technical Summary**

**Stormwater**

Stormwater will be discharged to port waters after pre-treatment (in terms of suspended solids and oils).

After start-up of the terminal, there will be implemented a procedure on actions to be undertaken preventing from migrating hazardous substances from transported containers into sewage system in case of spillage.

Sewage and waste from ships will be passed to the port facilities.

Quality of storm water will be periodically monitored with regard to oil derivatives and suspended solids.

**Ecology and Nature Conservation**

Management methods of effluent from ships are addressed in the "Guidelines for emergency and pollution control in the port water regions under the management of Port of Gdansk Authority SA". Ships arriving to DCT2 will be obliged to comply with port regulations. Ballast water and other effluents will be collected to prevent introduction of invasive species.

Biodiversity procedures for construction works will be developed. It will include in particular: protection of terrestrial habitats, protection of water reservoirs, prevention of small animals falling into the excavations, protection of trees from damage by heavy equipment, etc. Biodiversity issues will be included into the CEMP.

Construction works, including felling of trees and shrubs, will be carried out with consideration of the bird breeding period and amphibians breeding period.

In order not to frighten flocks of birds, the vessels and other equipment conducting dredging works will keep a safe distance from breeding colonies.

Decoration green will be planted.

Demolition of bunkers, which are used by bats as wintering shelters, will be carried out beyond the period of hibernation. Mitigation works, consisting of reconstruction of winter shelters for bats, will be carried out by adapting shelters located in the neighbourhood/in the area or construction of new (substitute) object.

Lighting of equipment and high facilities (colour of the light, direction, type of source) in the Terminal will be designed to minimize the risk of collisions with birds.

Compensatory measures will be carried out for the birds: The Little Tern, Ringed Plover and mitigation measures will be implemented for Common Merganser and Common Shelduck.

Construction works, including dredging, will be conducted taking into account distance from the birds colonies and breeding season. The predicted loss of nesting birds stands will be compensated by installing nesting boxes for small birds as well as planting trees and shrubs in the investment and surrounded area.

Before beginning of construction works, all protected flora species will be replanted.

Post-construction birds and bats monitoring will be carried out as defined in the Environmental Consent.

**Land and groundwater quality**

Information about hazardous cargo must be submitted prior to entrance to Port of Gdansk.

Dangerous goods will be stored in a dedicated areas properly equipped with secondary containments to prevent spill.

Procedure for storage and handling with hazardous materials as well as leakage prevention and removal will be developed and included into Construction Environmental Management Plan.

**Noise**

The design of the DCT2 unit will take into account noise modelling results. The sound power levels of the equipment as well as insulation of walls will be approved only if expected noise levels will be acceptable and compliant will legal requirements. The actual impact will be verified after start of DCT operation. Noise measurements will be performed within 6 months from the date of putting the facility into operation.

Additionally Port of Gdansk Authorities monitors noise levels generated by facilities and equipment, including vessels traffic in the area of Port.

**Waste management**

The Port of Gdansk Authority SA guarantees the reception of waste generated during the sea vessel operation according to the regulations specified under “The port vessel-generated waste and cargo residues management plan”.

Solid waste management rules for workers and subcontractors will be included into company’s Operational Environmental Management Plan.

Waste will be collected selectively and collected by external authorized companies holding permits for waste management/utilization, required by law.

Dredged material will be stored within the sea dump site indicated by the Gdynia Maritime Office on the basis of the permit. Sediments sampling and laboratory analysis will be performed prior disposal to control their quality.
Health, Safety and Public Nuisance

Nuisance to employees will be compensated by personal protection equipment, required by health and safety regulations and appropriate organization of works. During operation, staff will be systematically trained in the scope health and safety and other procedures. All Occupational Health and Safety requirements of local law will be implemented. OHS management system including operating procedures for workers and subcontractors will be implemented. Technical design will include technical solutions necessary to reduce emissions to acceptable levels. Detailed fire, explosion and chemical emergency plans and procedures will be developed and agreed with fire fighting units and municipality.

Socio-economic impacts

Stakeholder Engagement Plan has been developed to inform local community about potential impacts, risk and opportunities. Complaints and grievances submitted through the Project Grievance Mechanism will be regularly monitored. Feedback received from various Project stakeholders will alert DCT2 of any problems or issues that need to be addressed, whether on an individual or community level.

Cultural heritage

DCT will obtain a permit to search for hidden or abandoned archaeological sites, wrecks and artefacts in the Project area. Construction and dredging works will be conducted under archaeological supervision.

Amber resources

Construction and dredging works will be conducted under geological supervision.

Traffic and Transport

Procedures on safety and traffic organization will be elaborated. Traffic management plan for construction phase will be developed and agreed with local community, Port Authority and other Port users.

5.3. Control and Monitoring

Compensation and mitigation works minimizing impacts on birds, as well as dredging works in the breeding period (April - August), will be conducted with birds expert supervision.

Adaptation of bunkers for the purpose of bats wintering will be conducted under bats’ expert supervision.

The earthworks will be conducted under geological expert supervision.

Earthworks and dredging works will be conducted under archaeological supervision.

Monitoring of the effectiveness of birds compensation solutions will be provided. In addition, a 5-year - monitoring of birds will be conducted year – round, with particular emphasis on the effectiveness of mitigation measures applied for the Common Merganser and Common Shelduck.

Monitoring of bats will be conducted for 10 years after construction, in the scope of use of facilities constructed / adapted for bats wintering, as indicated in the environmental decision (annually 1 control in winter).

Noise measurements will be performed after starting the terminal operation.
6. **Access to the information**

6.1. **Where can I find more information?**

More information can be found on DCT Gdansk S.A website http://dctgdansk.pl

Copies of the Project documents can be accessed under previous request at DCT GDAŃSK S.A., ul. Kontenerowa 7, 80-601 Gdańsk.

6.2. **Can I give my comments to the project now?**

Yes, the comments, opinions and complaints may be submitted at all development phases of the Project.

6.3. **Whom should I contact to submit my opinion or obtain more information?**

All opinions, comments or complaints should be submitted to:

<table>
<thead>
<tr>
<th>Company:</th>
<th>DCT GDAŃSK S.A.,</th>
</tr>
</thead>
<tbody>
<tr>
<td>Postal Address:</td>
<td>ul. Kontenerowa 7, 80-601 Gdańsk</td>
</tr>
<tr>
<td>Telephone</td>
<td>(+48) 58 737 9000</td>
</tr>
<tr>
<td>Fax.</td>
<td>(+48) 58 737 6350</td>
</tr>
<tr>
<td>E-mail address:</td>
<td><a href="mailto:postbox@dctgdansk.com">postbox@dctgdansk.com</a></td>
</tr>
</tbody>
</table>
Appendices

A.1. Compliance Matrix


<table>
<thead>
<tr>
<th>Article</th>
<th>Criteria</th>
<th>Compliance Status</th>
<th>Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Art. 2 (1)</td>
<td>Projects likely to have significant effects on the environment by virtue, inter alia, of their nature, size or location are made subject to a requirement for development consent and an assessment with regard to their effects</td>
<td>Compliant. The EIA report was prepared and environmental consent decision has been obtained.</td>
<td></td>
</tr>
<tr>
<td>Art. 3</td>
<td>The environmental impact assessment shall identify, describe and assess in an appropriate manner, in the light of each individual case and in accordance with Articles 4 to 12, the direct and indirect effects of a project on the following factors:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) human beings, fauna and flora;</td>
<td>Compliant.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) soil, water, air, climate and the landscape;</td>
<td>Compliant.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) material assets and the cultural heritage;</td>
<td>Compliant.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(d) the interaction between the factors referred to in points (a), (b) and (c).</td>
<td>Compliant.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art. 4 (1)</td>
<td>Projects listed in Annex I shall be made subject to an assessment</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Art. 4 (2)</td>
<td>Projects listed in Annex II shall be made subject to an assessment if it was stated through examination or thresholds or criteria set by the Member State</td>
<td>Not applicable.</td>
<td></td>
</tr>
<tr>
<td>Art. 5 (1)</td>
<td>Provision by the developer of the information specified in Annex IV such as:</td>
<td>Compliant. Shortcomings identified in the EIA report have been addressed in ESIA.</td>
<td>According to the Environmental and Social Action Plan (ESAP) quality of sediment will be analysed before disposal.</td>
</tr>
<tr>
<td></td>
<td>a description of the project,</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a description of the likely significant effects of the proposed project on the environment,</td>
<td>Compliant. Some shortcomings such as lack of impact analyses on mineral resources, climate, marine biology (phytoplankton, etc.), ichthiofauna identified in the EIA report have been</td>
<td></td>
</tr>
<tr>
<td>Article</td>
<td>Criteria</td>
<td>Compliance Status</td>
<td>Recommendations</td>
</tr>
<tr>
<td>---------</td>
<td>--------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>the description by the developer of the forecasting methods used to assess the effects on the environment,</td>
<td>Compliant.</td>
<td>The methods have been described.</td>
</tr>
<tr>
<td></td>
<td>a description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment,</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a non-technical summary,</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>an indication of any difficulties (technical deficiencies or lack of know-how) encountered by the developer in compiling the required information.</td>
<td>Compliant.</td>
<td>The chapter on difficulties has been included in EIA report (it states that no difficulties have been identified).</td>
</tr>
<tr>
<td>Art. 5 (2)</td>
<td>If the developer so requests before submitting an application for development consent, the competent authority shall give an opinion on the information to be supplied by the developer</td>
<td>The scope was not defined; however it was not obligatory due to classification of the project as I group (EIA report required).</td>
<td>No action necessary.</td>
</tr>
<tr>
<td>Art. 5 (3)</td>
<td>The information to be provided by the developer shall include at least:</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>a description of the project comprising information on the site, design and size of the project,</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>a description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects,</td>
<td>Compliant.</td>
<td>Some shortcomings identified in the EIA report (e.g. the lack of electromagnetic radiation impact assessment) have been addressed in ESIA.</td>
</tr>
<tr>
<td>-</td>
<td>the data required to identify and assess the main effects which the project is likely to have on the environment,</td>
<td>Compliant.</td>
<td>Issues regarding mineral resources, marine biology (phytoplankton, etc.), ichthiofauna have been described in the ESIA.</td>
</tr>
<tr>
<td>-</td>
<td>an outline of the main alternatives studied by the developer and an indication of the main reasons for his choice, taking into account the environmental effects,</td>
<td>Compliant.</td>
<td>According to the ESAP quality of sediment will be analysed before disposal.</td>
</tr>
<tr>
<td>Article</td>
<td>Criteria</td>
<td>Compliance Status</td>
<td>Recommendations</td>
</tr>
<tr>
<td>---------</td>
<td>----------</td>
<td>-------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Art. 6 (2)</td>
<td>a) The public shall be informed as soon as information can reasonably be provided, of</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Art. 6 (2)</td>
<td>(a) the request for development consent;</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Art. 6 (2)</td>
<td>(b) the fact that the project is subject to an environmental impact assessment procedure and, where relevant, the fact that Article 7 applies;</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Art. 6 (2)</td>
<td>(c) details of the competent authorities responsible for taking the decision, those from which relevant information can be obtained, those to which comments or questions can be submitted, and details of the time schedule for transmitting comments or questions;</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Art. 6 (2)</td>
<td>(d) the nature of possible decisions or, where there is one, the draft decision;</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Art. 6 (2)</td>
<td>(e) an indication of the availability of the information gathered pursuant to Article 5;</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Art. 6 (2)</td>
<td>(f) an indication of the times and places at which, and the means by which, the relevant information will be made available;</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Art. 6 (2)</td>
<td>(g) details of the arrangements for public participation made pursuant to paragraph 5 of this Article.</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Art. 6 (3)</td>
<td>Provision the public concerned (within reasonable time-frames) of the following information:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art. 6 (3)</td>
<td>- the main EIA reports</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Art. 6 (3)</td>
<td>- other reports and advice issued to the authorities at the time when the public concerned is informed</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Art. 6 (3)</td>
<td>- other information relevant for the decision, which only becomes available after the time the public concerned was informed</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Art. 6 (4)</td>
<td>The public concerned shall be given early and effective opportunities to participate in the environmental decision-making procedures.</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Article</td>
<td>Criteria</td>
<td>Compliance Status</td>
<td>Recommendations</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Art. 6 (4)</td>
<td>The public concerned should be entitled to express comments and opinions when all options are open to the competent authority or authorities before the decision on the request for development consent is taken.</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Art. 7</td>
<td>The Project which has a transboundary impact should be a subject of transboundary impact assessment</td>
<td>The scope of the planned project and the scale of identified environmental impact enables concluding that it will not cause transboundary environmental impacts.</td>
<td></td>
</tr>
<tr>
<td>Art. 8</td>
<td>The results of consultations and the information gathered for EIA and submitted by publics and other relevant information shall be taken into consideration in the development consent procedure.</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Art. 9 (1)</td>
<td>1. When a decision to grant or refuse development consent has been taken, the competent authority or authorities shall inform the public thereof in accordance with the appropriate procedures and shall make available to the public the following information:</td>
<td>Environmental consent has been issued by competent authority.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(a) the content of the decision and any conditions attached thereto,</td>
<td>Compliant</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(b) having examined the concerns and opinions expressed by the public concerned, the main reasons and considerations on which the decision is based, including information about the public participation process;</td>
<td>Compliant</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(c) a description, where necessary, of the main measures to avoid, reduce and, if possible, offset the major adverse effects.</td>
<td>Compliant</td>
<td></td>
</tr>
</tbody>
</table>
## A.2. Compliance Matrix

Compliance with Habitats and Birds Directives is presented in the table below.

<table>
<thead>
<tr>
<th>Legislation / Regulation</th>
<th>Compliance Status</th>
<th>Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Habitats Directive 92/43/EEC, on the conservation of natural habitats and of wild fauna and flora</td>
<td>According to the requirement of Habitats Directive impacts on Natura 2000 must be discussed and assessed. Directive prohibits from location of investment if probable/expected impact is severe/significant with exception of situations described in art 6.4. Natura 2000 specific assessment has been completed. Lack of possible alternatives and overriding public interest has been presented</td>
<td>Post construction birds and bats monitoring will be carried out according to the environmental consent requirements and the ESAP. Results will be reviewed to implement proper mitigation measures if needed.</td>
</tr>
<tr>
<td>Birds Directive 2009/147/EC, on the conservation of wild birds</td>
<td>Impacts on birds listed in annex 1 and II are discussed and assessed Impact on birds being subject of Natura 2000 protection has been assessed and described. Mitigation measures have been discussed and compensation proposed.</td>
<td>Birds post-construction monitoring will be carried out according to environmental consent. This is included in the ESAP.</td>
</tr>
</tbody>
</table>
A.3. Compliance Matrix

This project is being reviewed against the requirements of the EBRD Environmental and Social Policy (2008) ("the EBRD Policy"). The following table reviews the performance of the DCT2 Project against the EBRD Policy.

<table>
<thead>
<tr>
<th>Performance Requirement</th>
<th>Compliance Status</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental and social appraisal / assessment</td>
<td>Compliant</td>
<td>According to the legal requirements the owner of the ship performing dredging works is obliged to obtain a permit to dispose dredging material within Gulf of Gdansk. This is however a separate proceeding which does not require formal EIA procedure. The application should include environmental impact statement. It is recommended to carry out sampling and laboratory analysis of dredged material prior to development of impact statement. Proceed according to the ESAP.</td>
</tr>
<tr>
<td>Area of Influence</td>
<td>Compliant</td>
<td></td>
</tr>
<tr>
<td>Environmental and Social Action Plan (ESAP)</td>
<td>Compliant</td>
<td></td>
</tr>
<tr>
<td>Organisational capacity and commitment</td>
<td>Compliant</td>
<td></td>
</tr>
<tr>
<td>Performance monitoring and review</td>
<td>Compliant</td>
<td></td>
</tr>
<tr>
<td>The formal Environmental Impact Assessment has been produced according to Polish and European Regulations. EIA was subject of the formal procedure. Environmental consent was issued for the development. The scope of the Project covers also area of existing DCT1 terminal taking into account cumulative effects. Adaptive works outside DCT2 will include: dredging works, reconstruction of the fuel station, transformer building renovation, extension of existing railway siding, reconstruction of the existing access road (Kontenerowa Street). Shortcomings in the EIA report regarding electromagnetic radiation issue, impact on soil, natural resources, climate, impacts of dredging works and dredged material disposal were considered in the ESIA. Stakeholders have been identified.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# EBRD PR 2: Labour & Working Conditions

<table>
<thead>
<tr>
<th>Performance Requirement</th>
<th>Compliance Status</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Human resources policies</td>
<td>Compliant</td>
<td></td>
</tr>
<tr>
<td>The company is committed to compliance with the HR policies at national and international level. Main aspects related to employment, unemployment, working conditions and HR related aspects, which are considered important by the company have been identified and managed. They will also be applied to all sub-contractors when working for this project.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Working relationships and conditions</td>
<td>Compliant</td>
<td></td>
</tr>
<tr>
<td>The Company is committed to compliance with working relations and conditions provisions as defined by the Labour legislation. Grievance mechanism has been developed and is being implemented. Subcontractors will be a subject to the supervision in the scope of occupational safety, and according to Polish regulations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Child labour, forced labour, non-discrimination and equal opportunity</td>
<td>Compliant</td>
<td></td>
</tr>
<tr>
<td>Polish Labour legislation strictly prohibits forced labour and child labour and promotes the principles of non-discrimination. Health and safety procedures will be applicable also for contractors. Internal audits will be ensured to demonstrate compliance with ILO conventions on child and forced labour, discrimination and freedom of association.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H&amp;S</td>
<td>During construction health and safety procedures developed by DCT 1 will be applicable to contractors. Main Contractor and Subcontractors will be a subject to the supervision by Clients Representative, and according to Polish regulations by relevant authorities in the scope of occupational health and safety. As the project area has potential for presence of unexploited ordinance, relevant procedure for any on and off shore works has been developed by DCT and will be compulsory to follow by contractors and sub-contractors under their contracts. Robust H&amp;S system and number of procedures currently operated by DCT1 for their operations will be adjusted and implemented at DCT2 at operational stage.</td>
<td>As per ESAP requirements main contractor will be obliged to develop and follow Construction Environmental and Safety Management Plan. In Addition Traffic management Plan will be developed.</td>
</tr>
</tbody>
</table>
Deepwater Container Terminal, Gdansk, Poland
Non-Technical Summary

<table>
<thead>
<tr>
<th>Performance Requirement</th>
<th>Compliance Status</th>
<th>Recommendation</th>
</tr>
</thead>
</table>
| Pollution prevention, resource conservation and energy efficiency | **Partly compliant**
The Project is promoting energy efficient mode of transport with regard to both maritime and railway transportation.
No reference to compliance with PM2.5 standards was found in the EIA report, however indirectly compliance with these standards is demonstrated via correlation of PM2.5 to PM10.
On November 25, 2013 air protection programme has been implemented for Trust Tri-City Metropolitan Area (Aglomeracja Trójmiejska), due to exceeding of PM 10 and benzo(a)pirene standards. The programme indicates requirements to the entities using environment in the scope of air protection, which include: meeting air emission standards, using best available techniques, minimizing dusting from the dumps. Such requirement will be met by the project. |

| Wastes | **Compliant**
Information on waste processing methods and waste prevention procedures were provided.
Waste management plan for DCT2 will be developed in compliance with environmental regulations and Plan of waste management in the Port of Gdansk.
Shortcomings of EIA report in relation to the quality of dredged material has been addressed under ESAP and will be subject to additional assessment prior to issue of dredging consent. |

| Safe use and management of hazardous substances and materials
Emergency preparedness and response | **Compliant**
Damaged hazardous materials containers will be stored within area equipped with protection tray and underground tank of capacity 120 m3 collecting effluents.
Appropriate management/emergency plans for DCT2 will be implemented in line with current plans for DCT 1 to ensure compliance.
The procedures will be developed in compliance with wider emergency response regulation within the Port of Gdansk. |

| Greenhouse gas emissions | **Compliant**
Project execution will change the structure of the land transport and increase efficiency of intermodal transport. According to the EIA report reduction of the traffic will result with decrease of greenhouse gases.
The CO2 emission reduction as a result of this project has been estimated in the ESIA. Information regarding CO2 reduction as a result of Project realisation will be published on the Project webpage on the annual basis. |

Sampling and laboratory analyses of dredged material should be performed.
Proceed according to the ESAP.

### Noise

**Compliant**
- The project will be developed in the Port of Gdansk. Within the radius of about 2 km of the site is surrounded by industrial facilities, without any facilities requiring noise protection.
- The environmental impact assessment report prepared by EKO-KONSULT and information provided on the website of the Port indicate that the allowable noise limits resulting from regular port operations were not exceeded in the course of the relevant measurements.
- Results of noise modelling from DCT2 operations and from related traffic within the immediate surroundings of the Project site demonstrate that the project will not result in exceedance of noise standards.
- According to environmental consent decision, a post-investment noise monitoring to compare noise prediction from EIA report with factual impact during terminal operation must be carried out.

### Flood risk

**Compliant**
- The report on the environmental impact, concluded that the historic storm do not exceed 1.5 m and "after the construction of Container Terminal DCT 2 at 3.00 m elevation crown risk of flooding will be eliminated across all facilities such as storage areas, areas of communication, buildings etc".
- The analysis of the potential impact of future climate change on the project indicating that the maximum forecasting increase in water level resulting from climate warming and storm with a probability of 1% is 2.53 m It follows that in the project and in the report a sufficiently high foundation were provided.
- It can be concluded that the report takes into account potential climate change, with an expected warming and the possibility of storms, estimated based on historical data.
- Up-to-date flood analysis will be included into the design of the terminal.
- The project will be carried out on a flood risk area. In accordance with the spatial development plan it is "necessary to obtain a decision of the competent authority specified in the Water Law."
- It is important that the competent authority issuing the decision specifies: "the conditions necessary for the protection of water quality, (...) in case of a flood" (Water Law Art. 40.3.).

Obtaining a permit for location of the investment in flooded area is issued during a separate proceeding by local water management authority. The permit needs to be obtained prior to construction, in the typical sequence, in the process leading to issuing the development consent, which is Construction Permit. Proceed according to the ESAP.
## EBRD PR 4: Community Health, Safety & Security

<table>
<thead>
<tr>
<th>Performance Requirement</th>
<th>Compliance Status</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community, infrastructure and equipment safety</td>
<td><strong>Compliant</strong></td>
<td>Area of the terminal will not be publicly available. Access to the terminal will be restricted. Community health and safety issues were addressed in the EIA report in depth applicable at this stage of project planning. Potential traffic nuisance at a construction stage has been addressed by ESIA. Construction works should be managed in accordance to developed and implemented construction project health and safety plan establishing minimum acceptable health and safety requirements for a construction project. Proper signing of hazard area is recommended both at the construction and operation stage. Appropriate safety procedures for construction and operation stages will be developed and implemented. According to environmental consent decision, a post-investment noise monitoring to compare noise prediction from EIA report with factual impact during terminal operation must be carried out.</td>
</tr>
<tr>
<td>Security personnel requirement</td>
<td><strong>Compliant</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Hazardous materials safety

<table>
<thead>
<tr>
<th>Performance Requirement</th>
<th>Compliance Status</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergency preparedness and response</td>
<td><strong>Compliant</strong></td>
<td>According to the EIA report the project will have an insignificant impact on the number of ships calling to the Port area, therefore the risk of emergency situation related to ship collisions was found negligent. Appropriate procedures regarding emergency situation in line with Port Management Plan will be implemented. Current DCT1 procedures regarding management of hazardous cargo and potentially damaged containers will be implemented within DCT2.</td>
</tr>
</tbody>
</table>

### Community exposure to disease

<table>
<thead>
<tr>
<th>Performance Requirement</th>
<th>Compliance Status</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not applicable</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## EBRD PR 5 - Involuntary Resettlement & Displacement

<table>
<thead>
<tr>
<th>Performance Requirement</th>
<th>Compliance Status</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resettlement and economic displacement</td>
<td><strong>Not applicable</strong></td>
<td></td>
</tr>
</tbody>
</table>
### EBRD PR 6 - Biodiversity Conservation & Sustainable Natural Resource Management

<table>
<thead>
<tr>
<th>Performance Requirement</th>
<th>Compliance Status</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appraisal of issues and impacts</td>
<td>Compliant.</td>
<td></td>
</tr>
<tr>
<td>Surveys and inventories of natural areas and waters of the planned project was carried out on an annual basis, summer 2012 – summer 2013. An assessment of the Natura 2000 site has been developed in accordance with the law and the guidelines of the EU Commission (Assessment of plans and projects significantly impacting on Natura 2000 sites). Marine and coastal ecology issues, influence of dredging works as well as impact on fishes have been addressed in the ESIA.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Habitat protection and conservation</th>
<th>Birds protection</th>
<th>Compliant.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project execution will result in destruction of breeding habitats of birds, including species under protection in Natura 2000 site PLB220005 “Zatoka Pucka”: Little Tern, Common Ringed Plover. There will also appear potential impact on the breeding habitat of Common Merganser and Common Shelduck. These impacts might have significant and negative character on birds population protected by the Natura 2000 “Zatoka Pucka” unless sufficient compensation measures are applied. The described above impact will not affect species considered to be a priority. Accordingly to the impact, compensatory measures, involving the fulfillment of the following actions in relation to the lost habitat were proposed:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| • strengthening – improving the remaining habitat in proportion to the losses as a result of the project,  
• Create – create a new habitat on new area or enlarging the existing one. |
| The planned investment will not negative impacting on natural habitats and the habitats of protected species on Site of Community Importance, situated around PLH220030 “Twierdza Wśloujscie” and PLH220044 “Ostoja w Ujsci Wsly”. The planned investment during both the construction and the operation phase will not have a significant impact on the populations of mammals (excluded bats), reptiles, amphibians and invertebrates. Planned construction and occupation of the land will destroy bunkers which is a wintering site of three species of bats: Natterer's bat, Daubenton's bat and Brown long-eared bat. The mitigation measures were defined – involving restoration of alternative winter shelter. The investment will not adversely impact on the reproductive habitat of bats, important feeding areas and migration corridors of these mammals. Small areas of valuable natural habitats listed in the Habitats Directive Annex will be destroyed: Annual vegetation of drift lines (code 1210) and Embryonic shifting |
Dunes (2110) and fixed coastal dunes with herbaceous vegetation ('grey dunes') (code 2130 - priority habitat). They are, however, occur, outside of the above Natura 2000 areas that protect these habitats. They are also not the subject of protection in the adjacent area of the Natura 2000 PLB220005 “Zatoka Pucka.” Wintering sites for bats currently using a former military shelter (to be demolished) and breeding site to compensate the loss of birds breeding area due to the Project realisation will be developed in accordance with the environmental consent.

### Monitoring

**Compliant**

Post construction birds and bats monitoring will be carried out according to the environmental consent requirements and the ESAP. Results will be reviewed to implement proper mitigation measures if needed.

Noise post-implementation analysis will be performed according to the environmental consent after commissioning of the Project.

### EBRD PR 7 - Indigenous Peoples

<table>
<thead>
<tr>
<th>Performance Requirement</th>
<th>Compliance Status</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Applicable</td>
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</table>

### EBRD PR 8 - Cultural Heritage

<table>
<thead>
<tr>
<th>Performance Requirement</th>
<th>Compliance Status</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appraisal of Impacts on cultural heritage</td>
<td>Partially compliant.</td>
<td>Full compliance will be achieved following the completion of surveys for hidden or abandoned archaeological sites, wrecks and artifacts in the Project area.</td>
</tr>
</tbody>
</table>

Within the area covered by the investment and in forest areas bordering to the Terminal there are concrete bunkers from the second half of the twentieth century and the remains of the German coastal batteries from the late XIX and early XX century are located.

According to the findings of the local development plan – “North Port II” some of the objects shall be protected until the realization of investments in accordance with the provisions of the plan. Some of them will be demolished during the construction phase.

In addition, the North Port area is located within the historical approach to the port of Gdansk, which existence is dated back to at least the ninth century, and potentially can be a place of archaeological finds. Several times in the past, during dredging works shipwrecks were destroyed.

No program of archaeological works during the construction period has been
presented however the archaeological supervision has been recommended in the EIA report and EIA decision, especially for the dredging activities. DCT obtained a permit to carry out search-and-rescue archaeological research within the on-shore Project area. According to the permit works must be documented and any found artifacts will be forwarded to the Central Maritime Museum in Gdansk. DCT plans to perform archaeological survey of the Baltic bottom with the use of seismoacoustic probe to the depth of 10 m below the bottom surface. It is necessary to obtain a permit to search for hidden or abandoned archaeological sites, wrecks and artifacts in the Project area. Archaeological supervisory over construction period and during dredging works will be provided according to the environmental consent.

<table>
<thead>
<tr>
<th>EBRD PR 9 - Financial Intermediaries</th>
<th>Performance Requirement</th>
<th>Compliance Status</th>
<th>Recommendation</th>
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<tbody>
<tr>
<td></td>
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<td>Not Applicable</td>
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<table>
<thead>
<tr>
<th>EBRD PR 10 - Information Disclosure &amp; Stakeholder Engagement</th>
<th>Performance Requirement</th>
<th>Compliance Status</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stakeholder identification and analysis</td>
<td>Partially compliant.</td>
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</tr>
<tr>
<td>Stakeholders have been identified and engaged at the stage of EIA preparation and permitting process as required by EIA Act. To meet EBRD and NIB requirements Stakeholders Engagement Plan and formal Grievance Mechanism have been developed and are being implemented.</td>
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<tr>
<td>Stakeholder engagement plan (SEP)</td>
<td>Compliant</td>
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<tr>
<td>Public consultation</td>
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<tr>
<td>According to the received information several informal meetings with local community have been organized by DCT Gdansk S.A., however no records documenting the meetings have been made available. A preliminary analysis of the impact of investment on social groups around the company was carried out. There were also consultations conducted with certain groups of stakeholders, such as: residents of the two nearest districts of Gdansk (Przerobki and Stogi) Tricity and surrounding area residents who enjoy the Gdansk-Stogi beach and the surrounding forest, passionate about history and military who purify and renew ruins of fortifications from the World War I and II, located around the DCT</td>
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<tr>
<td>Category</td>
<td>Status</td>
<td>Details</td>
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<tr>
<td>Non-Technical Summary</td>
<td></td>
<td>Non-Technical Summary and formal Stakeholder Engagement Plan, including Grievance Mechanism, were developed and published for the Project. There were no potential complaints or protests reported with regard to planned developments at any stage of the investment process. This refers also to NGOs. Contractors will be informed about EHS policy and applicable Performance Requirements of EBRD. An official procedure regarding contractor’s management will be prepared and implemented.</td>
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<tr>
<td>Information disclosure</td>
<td>Compliant</td>
<td>The disclosure procedure took place mainly during the permitting process. No comments or complaints have been reported at that stage, except for Zarząd Portu Morskiego Gdańsk S.A. (Seaport Gdansk Management) that applied not to consider bunkers no. 615 and 616 as wintering place for bats as was indicated as compensation measures in the EIA report. Project information has been disclosed.</td>
<td></td>
</tr>
<tr>
<td>Grievance mechanism</td>
<td>Compliant</td>
<td>The company has a customer service department (at the Sales Department) and Complaint Department (at the Security Department). Employees have a clear grievance path – the company developed the Code of Ethics, open-door policy and anti-mobbing procedure. A formal Grievance Mechanism has be prepared, is being implemented and made publicly available.</td>
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