

Environmental Impact Assessment

Schedule III

(Screening according to S.L. 549.46)

ERA Reference no.:	EA/00024/18
PA Reference no.:	N/A
Project Title:	Construction of a ferry landing site terminal in Sliema.
Location:	Sliema Waterfront (Opposite Manoel Island), Sliema
Screening date:	May 2018

1 Description of Proposal

1.1 Outline of project/development

The proposed project will construct a ferry-landing site and a revetment to protect the structure from wave action at Sliema Waterfront (opposite Manoel Island), Sliema, Malta (Figures 1 and 2). Currently, a number of commercial companies offering a range of boat trips are using the proposed sea area. In addition, a number of temporary ticketing booths for boat trips currently occupy the promenade on which the landing site will be located. Nevertheless, if the proposed project is commissioned, all the kiosks will retain their existing locations.

The proposed project will be designed as follows (Figure 3):

- A ferry landing site with an area of circa 921.8m² that will comprise of two landing/boarding areas, a waiting area, two priority area, a ticketing office, toilets and two commercial areas,
- An area of around 148.52m² will be excavated around the perimeter of the proposed building to build the revetment,
- An under deck structure composed of 20 pillars, two of which will be in a smaller structure separate to the main deck,
- Circa 6 to 8 tons of boulders will be placed on the seabed between the concrete blocks as a form of protection, and
- Boulders with an area of circa 1638.26m² will also be placed on the seafloor to the east of the main structure and around the smaller structure to protect it from wave action.



Figure 1: Aerial photo of site, 2016 (Source: PA Geoserver).

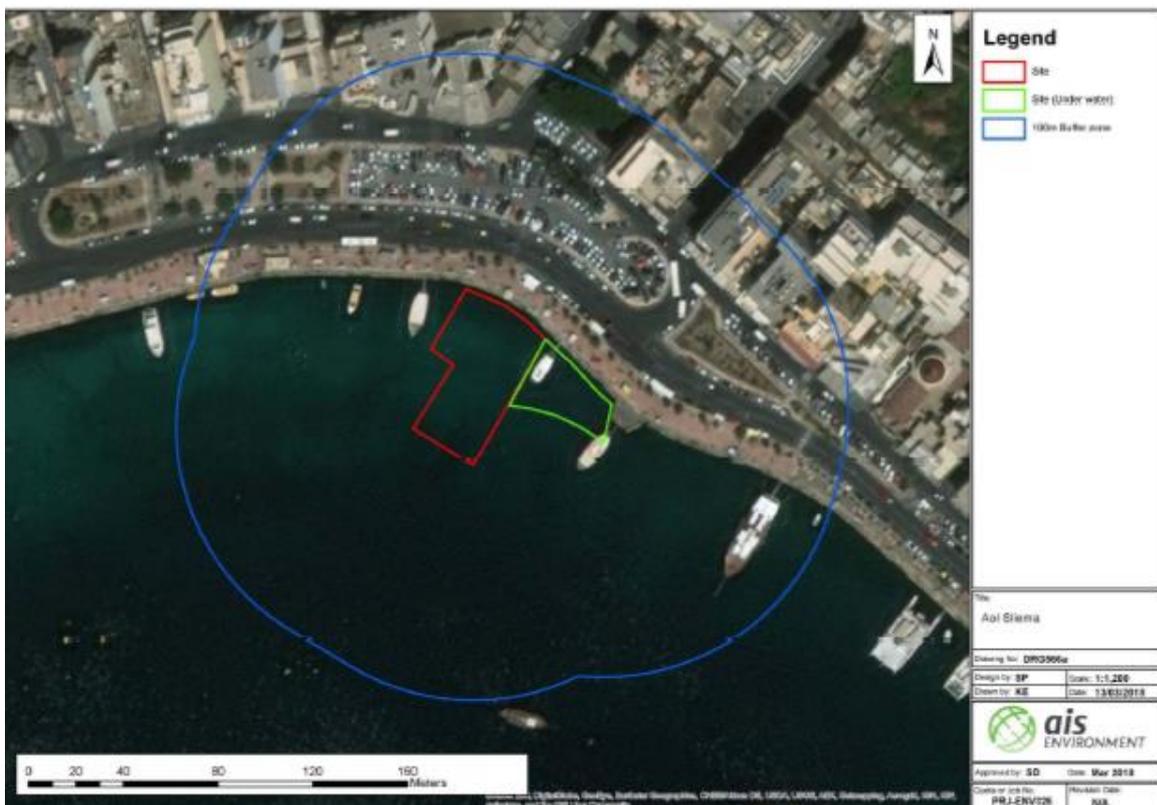


Figure 2: Site map for the proposed development (Source: PDS pg 10)

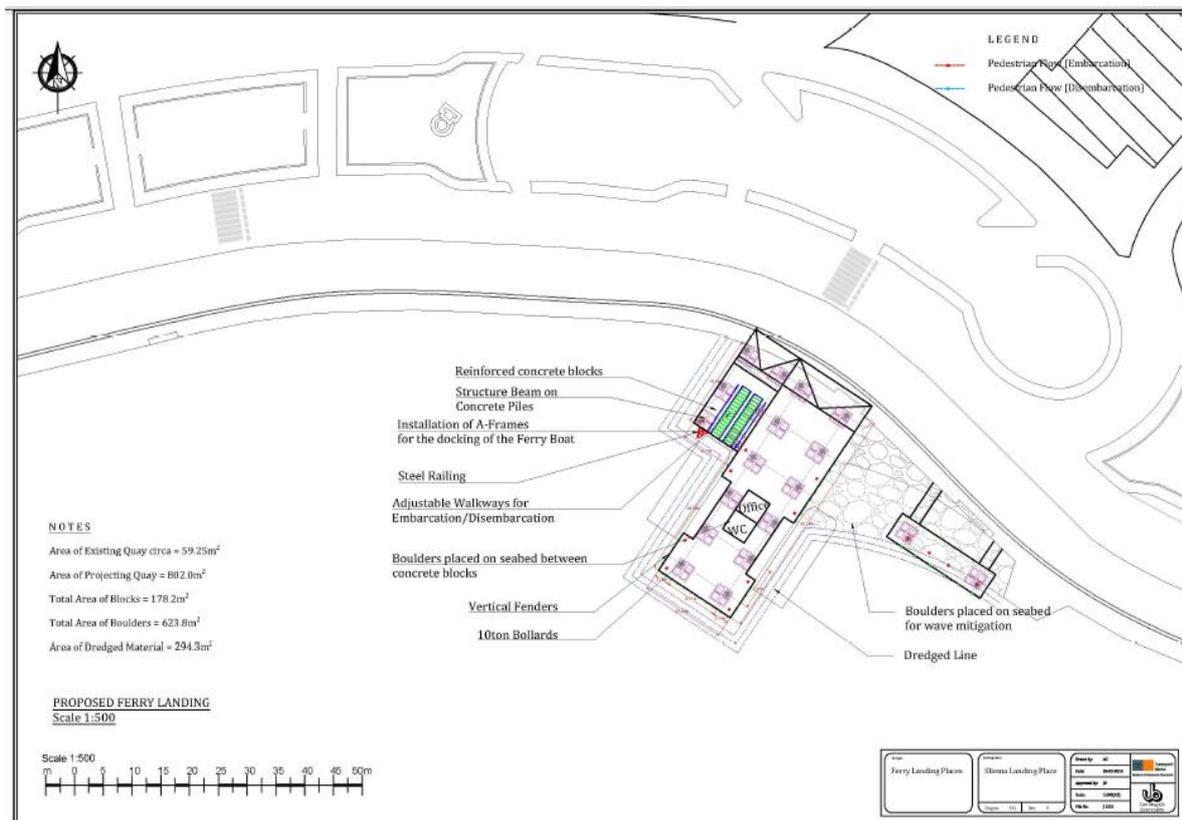


Figure 3: Site plan for the underdeck structure of the proposed development (Source: PDS pg 21)

1.2 Site description and related considerations

The proposed site is located at Sliema Waterfront (opposite Manoel Island), Sliema, Malta. The North Harbour Local Plan (NHLP) encourages the introduction and use of ferry services as per Section NHTR06 'Ferry Landing Points' to improve accessibility in the area. The proposed site falls within the 'Ferries Point – Landing for 'All Weather' Conditions' as designated in the Sliema & Tigne Point Policy Map (Map SJ1 – NHLP, 2006). The site also lies in the coastal water body MTC 105 – Il-Port Il-Kbir sal-Port ta' Marsamxett that is protected under the Water Policy Framework Regulations (S.L. 549.100).

In addition, the site is located:

- Within the Commuted Parking Payment Scheme (CPPS),
- Circa 120m from the Urban Conservation Area (UCA) of Sliema,
- Circa 380m from the Manoel Island Bird Sanctuary, which is located south to the site (S.L. 549.42 – Conservation of Wild Birds Regulations)

1.3 Site history

1.3.1 Planning Applications on site:

PA/00462/02 – Floating restaurant and Mediterranean marine species exhibition. Application has been refused.

2 **EIA-relevant history**

2.1 Relevant EIA/screening criteria (citations refer to EIA Regulations, 2017 (S.L. 549.46), except where otherwise specified)

The proposed project falls under *Schedule I, Category II*:

- *Section 6.2.2.1 – Reclamation of land from sea, or other development in the sea affecting the seabed,*
- *Section 6.2.2.2 – Dredging¹ or other changes to the seabed excluding maintenance dredging within an already existing harbour or its official fairway,*
- *Section 6.3.2.3 – Development on the coast or in the sea, not covered by Category I, with a footprint of 500m² or more*

2.2 Documents used for screening:

1. PDS 2nd Version , received on the 25th April 2018 via email,
2. E-mail by Consultant, received on the 26th April 2018,
3. E-mail by Consultant, received on the 11th May 2018.

¹ By definition dredged material means any sedimentary formation (incl. clay, silt, sand gravel, rocks, and any indigenous parent rock material) removed from areas that are covered by seawater, by using dredging or other excavation equipment. Therefore, the extraction of sediment and/or rock from the seabed as a result of piling would be classified as a dredging activity. [Source: Updated Guidelines on Management of Dredged Materials]

3 Screening Matrix Checklist

The following screening checklist is based on information in the Project Description Statement provided by the developer in accordance with Schedule II of the EIA Regulations (S.L. 549.46) and the European Commission Guidance on Screening (2017).

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
1	Will construction, operation, decommissioning or demolition works of the Project involve actions which will cause physical changes in the locality (topography, landuse, changes in water bodies, etc)?	Yes. The proposed development will involve the construction of a ferry landing site in a site which already operates a ferry between Sliema and Valletta. The proposal will have a total area of 921.87m ² of which approximately 59.25m ² will be taken up from the existing quay. During construction, there will be some construction related disruptions in the area. Operations are not likely to affect existing uses in the area.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> <hr/> No. The North Harbours Local Plan (NHLP) encourages the introduction and use of ferry services as per Policy NHTR06 'Ferry Landing Points' to improve accessibility in the area. The proposed site falls within the 'Ferries Point – Landing for 'All Weather' Conditions' as designated in the Sliema & Tigne Point Policy Map (Map SJ1 – NHLP, 2006). Given that the proposal is an upgrade to an existing ferry site between Sliema and Valletta, the proposal is not expected to have a significant impact on the environment.	PDS pg 4, 5 and 17 and NHLP (2006).
2	Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes. During the construction phase, the proposal will make use of resources such as concrete beams/slabs, rotary piles and fuel that are non-renewable. During the operational phase, raw materials will only be used for maintenance purposes. With	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> <hr/> No. Given the nature and scale of the project, the use of such resources for the proposal <i>per se</i> , during the construction and operational phase are not likely to have a significant impact.	PDS pg 41 and 42

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		regard to electricity to be used, it is not expected to be significant.	The energy requirements, during both construction and operation, are not expected to be significant.	
3	Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health to the environment or raise concerns about actual or perceived risks to human health?	<p>Yes.</p> <p>During the construction phase, the proposed project involves excavation and will produce silty material together with rock material from the piling operations. In addition, dust may deposit in the vicinity, affecting the air quality of the area.</p> <p>During the operational phase, it is not expected to have significant impacts.</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <hr/> <p>No.</p> <p>Given the temporary nature of the construction works, impacts will be short-term and temporary and can be mitigated through the Construction Site Management Regulations (S.L. 552.09).</p> <p>Although the project is located on the coast, no significant impacts are being envisaged with regard to spillages given the nature and scale of the project.</p>	PDS pg 40
4	Will the Project produce solid wastes during construction, operation or decommissioning?	<p>Yes.</p> <p>During the construction phase, waste will be generated predominantly from the excavation and piling works. The proposed project is expected to generate circa 222m³ from toe excavation, circa 30m³ of silty material and 67m² of rocky material.</p> <p>Any sedimentary formation (incl. silt, gravel, rock and indigenous parent rock material) removed</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <hr/> <p>No.</p> <p>Cores will be taken prior any works begin to identify whether the excavated material contains any hazardous waste. In addition, the amount of waste likely to be generated during both construction and operation is not considered to be significant as long as the waste is managed in accordance with the</p>	PDS pg 42, 43, 48, Internal consultation

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
		<p>from areas that are normally or regularly covered by sea water, using dredging or other excavation equipment, fall within the definition for dredged material pursuant to the MED POL Guidelines for the Management of Dredged Material under the Dumping Protocol to the Barcelona Convention. In this context, piling operations and excavation from the seabed would be considered as such.</p> <p>During the operational phase, waste is expected to be minimal and mainly related to domestic waste. With regard to the waste generated by the kiosk, this will be recycled but it is not expected to produce large volumes of waste.</p>	<p>Waste Management Regulations (S.L. 549.63).</p> <p>Impacts such as dispersion of heavy metals or other contaminants in the marine environment and/or leachability of contaminants into the ground water if disposed in a landfill may arise. In this regard, compositional analysis and/or leachate tests are to be undertaken.</p> <p>Any contaminated dredged material is to be managed and disposed of in accordance with the Waste Regulations (S.L.549.63) and Waste Management (Landfill) Regulations (S.L.549.29).</p>	
5	Will the project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC?	<p>Yes. Dust emissions during demolition and construction activities are likely as well as emissions from onsite machinery.</p> <p>During operational phase, it is not likely that there will be an increase in traffic flows. The ferry will generate air emissions.</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <p>No.</p> <p>No. Given the temporary nature of the construction works, the impacts from dust emissions are not considered to be significant.</p> <p>No significant air emission impacts are expected during operations when noting that presently there is already an operating ferry service.</p>	PDS pg 40, email with correspondent 26/4/18
6	Will the Project cause noise and vibration or the releasing of light, heat, energy or electromagnetic radiation?	<p>Yes.</p> <p>During the construction phase, noise and vibration will be generated mainly from the installation of the underdeck structure, excavation and the construction of the building itself.</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <p>No.</p> <p>Potential impacts arising during construction phase are likely to be short term and temporary. Such impacts can be minimised</p>	PDS pg 48

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
		During the operational phase, proposal is expected to generate some noise due to an increase in the number of people using the ferry terminal.	through the Environmental Management Construction Site Regulations (S.L. 552.09). Operational noise is expected to be minimal so it is not likely to have a significant impact.	
7	Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	<p>Yes.</p> <p>During construction phase and excavation phase at sea, equipment may affect the water quality of the area by increasing the turbidity and sediment suspension.</p> <p>The risk of accidental spillages, leakages and contamination from raw materials and machinery from the development during its operational phase may result in harmful substances being released into the marine environment.</p> <p>The project lies within the coastal water body MTC 105 – II-Port II-Kbir sal-Port ta Marsamxett that is protected under the Water Policy Framework Regulations (S.L. 549.100).</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <hr/> <p>No.</p> <p>Given that the proposed project is located within a Port area; high baseline turbidity levels are already present due to ship manoeuvring and operations. In addition, the site is not designated for environmental protection; hence, impact is not expected to be significant as long as the Environmental Management Construction Site Regulations (S.L. 552.09) are followed.</p> <p>Any impacts can be minimised through mitigation measures including appropriately designed silt curtains to reduce turbulence and to minimise dispersion of sediment plumes, appropriate waste management and regular servicing of the sewage drainage pipes are followed as well, risks of contamination are not expected to be significant.</p>	PDS pg 46, 47
8	Will there be any risk of accidents during construction or operation of the Project which could	No increase in the risk of accidents is envisaged during construction and operational phases, other than occupational risks typically associated with constructions activity.	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <hr/> <p>No significant impacts are envisaged both during construction phase and operational phase.</p>	/

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	affect human health or the environment?			
9	Will the Project result in environmentally related social changes for example, in demography, traditional lifestyles, employment?	<p>Yes.</p> <p>During the construction phase, it is expected to employ 15 to 20 persons people.</p> <p>During the operational phase, it is expected to employ 3 to 4 employees working on the ferry and 2 to 3 persons working in the kiosk. In addition, the proposed project will attract more people to use this service and to visit the area and its vicinity.</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <p>No significant changes are expected as a consequence of the development.</p>	PDS pg 26, 49
10	Are there any such factors which should be considered such as the consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	No other consequential developments are being envisaged.	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <p>No significant impacts are being envisaged.</p>	/
11	Is the project located within or close to any areas which are protected under international, EU or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Project?	<p>Yes.</p> <p>The proposed development is located within the Areas of High Landscape Value of the Harbour Fortifications (AHLV) as scheduled in G.N. 133 of 2001.</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <p>No significant impacts are envisaged on the Area of High Landscape Value given that the area is already largely characterised by related harbour activities. No impact on the landscape and scenic value of the area are envisaged.</p>	Geoportal

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		The site lies in the coastal water body MTC 105 – II-Port II-Kbir sal-Port ta Marsamxett that is protected under the Water Policy Framework Regulations (S.L. 549.100).	Noting the proposed works, risks of deterioration of the water body status are not considered to be significant.	
12	Are there any areas on or around the location which are important or sensitive for reasons of their ecology e.g. marshlands, wetlands, watercourses or other water bodies, the coastal zone, mountains, forests or woodlands, which could be affected by the Project?	<p>The project lies in the coastal water body MTC 105 – II-Port II-Kbir sal-Port ta Marsamxett that is protected under the Water Policy Framework Regulations (S.L. 549.100).</p> <p>Marine ecosystem within the area of the proposed development are expected to be typical of habitats associated with active harbours and not of significant ecological value. Nevertheless, there is the possibility that the <i>Cladocora caespitosa</i>, <i>Lithophaga lithophaga</i> and <i>Gibbula nivosa</i> and other protected species may be present in the area.</p>	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <p>No.</p> <p>Noting the proposed works, risks of deterioration of the water body status are not considered to be significant.</p> <p>Although the impact noting the nature of the proposal and as long as the works in the marine environment are appropriately contained is not likely to be significant, a broad brush survey, particularly within the footprint and close proximity of the project is required to identify any presence of <i>Cladocora caespitosa</i>, <i>Lithophaga lithophaga</i> and <i>Gibbula nivosa</i> and other protected species to allow for effective monitoring during construction.</p>	Geoportal, internal consultation
13	Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, over wintering, migration, which could be affected by the Project?	Reply to question 12 refers.	<p>Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/></p> <p>No. Reply to question 12 refers.</p>	/

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14	Are there any inland, coastal, marine or underground waters (or features of the marine environment on or around the location which could be affected by the Project?	Yes. The site lies in the coastal water body MTC 105 – II-Port II-Kbir sal-Port ta Marsamxett that is protected under the Water Policy Framework Regulations (S.L. 549.100).	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> <hr/> Noting that the proposed works on-site are for the upgrading of the promenade and for the assembly of the ferry structure, risks of deterioration of the water body status are not considered to be significant.	Geoportal
15	Are there any areas or features of high landscape or scenic value on or around the location which could be effected by the Project?	Yes. The proposed development is located within the Areas of High Landscape Value of the Harbour Fortifications (AHLV) as scheduled in G.N. 133 of 2001.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> <hr/> Reply to question 11 refers	Geoportal
16	Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project?	Yes. The proposed development is located along the Sliema coastline, which is frequented by the public for recreational purposes.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> <hr/> No significant impacts are being envisaged.	/
17	Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the Project?	Yes. Reply to question 16 refers	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> <hr/> Reply to question 16 refers.	/

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
18	Is the Project in a location where it is likely to be highly visible to many people?	Yes. The proposed development is located along the Sliema coastline within the Marsamxett Harbour region.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No significant impacts are being envisaged.	PDS pg 40
19	Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	Yes. Reply to questions 11 and 15 refers.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> Reply to questions 11 and 15 refers.	
20	Is the Project located in a previously undeveloped area where there will be loss of greenfield/ODZ land?	Yes. Even though the project is partially located in an ODZ, the North Harbour Local Plan (NHLP) encourages the introduction and use of ferry services as per Policy NHTR06 'Ferry Landing Points' to improve accessibility in the area. The proposed site falls within the 'Ferries Point – Landing for 'All Weather' Conditions' as designated in the Sliema & Tigne Point Policy Map (Map SJ1 – NHLP, 2006). There will be no loss of greenfield in the area.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No significant impacts are being envisaged given that the area and the coastal zone is already heavily modified.	NHLP, 2006.
21	Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	Yes. The proposal borders the residential and touristic areas of Sliema, and is also frequented by the public and tourists for recreational purposes.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No significant impacts are being envisaged given the nature of the proposal and current harbour uses.	/

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
22	Are there any plans for future land uses within or around the location which could be affected by the Project?	None that are known of, although there could be other plans for the future especially since the North Harbour Local Plan (NHLP) encourages the introduction and use of ferry services as per Policy NHTR06 'Ferry Landing Points' to improve accessibility in the area.	No significant impacts are envisaged.	/
23	Are there any areas on or around the location which are densely populated or built-up, that could be affected by the project?	Yes. The area is extensively developed, densely populated, and continuously subject to heavy traffic flows.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No significant impacts are being envisaged given the nature of the proposal and current harbour uses.	/
24	Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities which could be affected by the project?	No. There are no particular sensitive land uses in close proximity to the site that could be affected by the project.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No significant impacts are envisaged.	/
25	Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	Yes. The proposed development is located within the Grand Harbour and attracts a number of tourists.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> No, the proposal is not expected to have significant impacts on tourism.	/
26	Are there any areas within or around the location which are already subject to	Yes. The proposal is located within a port area. High baseline turbidity levels are already present due to yacht manoeuvring and operations.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/>	/

Question Number:	Questions to be Considered	Types and characteristics of identified potential impacts Briefly describe	Is this likely to result in a significant effect? Briefly justify	Document Reference
	pollution or environmental damage e.g. where existing legal environmental standards are exceeded that could be affected by the project?	Furthermore, the water quality of the area is already impacted by the present port activities.	No significant impacts are envisaged given the operational aspect and use will remain similar to the present (berthing of vessels).	
27	Is the project location susceptible to earthquakes, or subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	Yes. The proposed project can be susceptible to strong Easterly winds albeit the location is also within a relatively sheltered harbour.	Yes <input type="checkbox"/> No x Unclear <input type="checkbox"/> <hr/> No significant impacts are envisaged given the fact that the applicant favoured a fixed structure in preference to a floating structure.	PDS pg 12

4 Screening Conclusion and recommended way forward

4.1 EIA screening conclusion

The above detailed EIA screening concludes that impacts of the development are unlikely to be significant to the point of warranting an EIA report, as long as various mitigation measures are duly incorporated into the mainstream development consent mechanism and mitigated by means of conditions and specifications (e.g. approved documents) in the development permit.

In this regard, the proposal does not require the submission of an EIA Report in accordance with Regulation 15(3b) of the EIA Regulations 2017 (S.L.549.46). This is without prejudice to the adoption of the required environmental operational requirements, and the implementation of environmental registration or permit, as relevant.

4.2 Submission of further information

4.2.1 Broad brush survey

A broad-brush survey particularly within the footprint and close proximity of the project is required to identify any ecologically important features and/or habitats in the area (especially with regard to *Cladocora caespitose*, *Lithophaga lithophaga* and *Gibbula nivos*) to allow for effective monitoring during construction. A method statement is to be submitted prior to the commencement of the said survey.

4.2.2 Dredged material

Applicant is to provide details for testing the quality of the dredged material. Guidelines with respect to quality testing of the dredged material are included in Annex 1.

4.3 Screening Disclaimer

The above screening results, the ensuing conclusions and recommendations are without prejudice to any required changes or updates should the development proposal be eventually modified or should the information/assumptions provided turn out to be incorrect. Any deviations of the proposal from this submission would need to be re-assessed and the merits of this screening would need to be re-opened.