

Environmental Impact Assessment

Schedule III

(Screening according to S.L. 549.46)

ERA Reference no.:	EA/00030/18
PA Reference no.:	PA/00122/18
Project Title:	Proposed installation of a floating structure and sheltered facilities for commuters who will be using a fast ferry from Valletta to Mgarr. Proposal also includes a sign on the floating structure and the upgrading of the existing pedestrian passageway
Location:	Site at, Xatt il-Barriera, Belt Valletta, Malta
Screening date:	May 2018

1. Description of Proposal

1.1 Outline of project/development

PA/00122/18 is a planning application for the installation of a floating structure and sheltered facilities for commuters who will be using a fast ferry from Valletta, Malta to Mgarr, Gozo. It is envisaged that there will be three departures during Monday to Friday at 07:00, 15:30 and 17:30; two on Saturdays at 09:00 and 18:30; and three on Sundays at 09:00, 19:00 and 21:00. The proposal also includes a sign on the floating structure and the upgrading of the existing pedestrian passageway at Xatt il-Barriera, Belt Valletta, Malta (**Figure 1 and 2**).

The ferry-landing site will be constructed on a floating barge and will consist of two landing/boarding terminals, a ticketing office, small kiosk, waiting area and toilet facilities located under a covered structure with a total area of 349 m². The floating barge will have a total area which extends over 666 m² and will be connected to the quay by a bridge. Two piles will be constructed in between the gangway and the proposed bridge to reinforce the existing quay and permit the envisaged modifications. Refer to proposed elevations and site plan in **Figure 3 and 4**.

The proposed project will also consist in the renovation/upgrading of the existing pedestrian passageway along the quay to allow access from the site to the Upper Barrakka Gardens lift. The works on the promenade will extend from Xatt Il-Barriera (to the west of the proposed site), to the ferry landing terminal itself and further north. These works will occur over an area of approximately 1250 m². Refer to **Figure 5**.

The project will take place in two phases. Phase 1 will include the works on the landward side, whereas Phase 2 will cover the works on the seaward side. The structure for the ferry-landing site will be pre-fabricated and will be assembled and installed on site. It is forecasted that Phase 1 will take five to six months and be completed by the third quarter of 2019, whereas Phase 2 is expected to be completed by the fourth quarter of 2019. This will enable the ferry service to commence operations by December 2019. The vessels that are currently being considered to be used for the service are approximately 40 m long and 12 m wide.

Site description and related considerations

The proposed development covers a site area of approximately 1890 m². The site is located within the Valletta Local Council administrative area. The section of the coastline where the development is proposed falls under "Zone B" in the Grand Harbour Local Plan (GHLP), which states that it is to be used for passenger and related services, leisure and tourism.

Several buildings of cultural heritage lie within the 100m buffer zone of the Area of Influence (Aoi). These are:

- Customs House, Xatt Lascaris (Grade 1 level of protection; GN 276/08)
- Letter box, Xatt Lascaris (Grade 1 level of protection; GN 829/07)
- Is-Sur ta' Lasacris military bastions (Grade 1 level of protection; GN 133/01)
- Is-Sur ta' Sant Barbara military bastions (Grade 1 level of protection; GN 133/01)
- Military bastions, Triq Sant'Antnin (Grade 1 level of protection; GN 276/08)
- Upper Barrakka Gaardens, Il-Barrakka ta'Fuq (Grade 1 level of protection; GN 276/08)
- Old Belveder & Fountain, Ġnien is-Sultan, Ġnien is-Sultan (Grade 1 level of protection; GN 276/08)
- Notre Dame de Liesse Church, Ta' Liesse (Grade 1 level of protection; GN 276/08)
- Notre Dame de Liesse Chaplin's Quarters, Ta' Liesse (Grade 2 level of protection; GN 276/08)
- Victoria Gate, Ta' Liesse (Grade 1 level of protection; GN 276/08)
- Letter box, Victoria Gate (Grade 2 level of protection; GN 829/07)
- East Gate Bridge, Triq il-Lvant (Grade 1 level of protection; GN 276/08)
- East Gate Bridge Steps, Triq il-Lvant (Grade 1 level of protection; GN 276/08)
- East Gate Bridge Embankment, Triq il-Lvant (Grade 1 level of protection; GN 276/08)
- Shop front, Triq il-Lvant (Grade 2 level of protection; GN 637/11)
- Lookout post, Triq Nix Mangari (Grade 1 level of protection; GN 133/01)
- Telephone booth, Triq Santa Barbara (Grade 2 level of protection; GN 829/07)
- Marble bill boards, Triq il-Lvant (Grade 1 level of protection; GN 276/08)
- St Lucy Church, Triq il-Lvant (Grade 1 level of protection; GN 276/08)

An inter-harbour ferry service that runs between Valletta and Cospicua also lies within the Aoi. The bastions, several government offices, residential properties, a popular restaurant and other commercial entities are situated in the vicinity.

1.2 Site history

This site has been the subject of the following development permit applications:

- PA 03589/98: Development of spending beach along Lascaris Wharf (withdrawn by applicant).
- PA 03047/03: Tina for Malta- Environment and feasibility studies; development of barrier wharf for cruise activity (withdrawn by applicant).
- PA 02623/09: Upgrading and extension of Lascaris Wharf (approved by the EPC/MEPA Board).
- PA 00521/10: Construction of new road junction, piazza widening of pavements, restoration of ditch in front of Victoria Gate, installation of street furniture & lighting & bridges & information signs (withdrawn by applicant).
- PA 04089/10: Extension to Lascaris Wharf for the berthing of ships for passenger and related services, leisure and tourism (Shelved).
- PA 00272/13: Renewal of PA3038/07:- Restoration of Valletta Fortifications (approved by the EPC/MEPA Board).

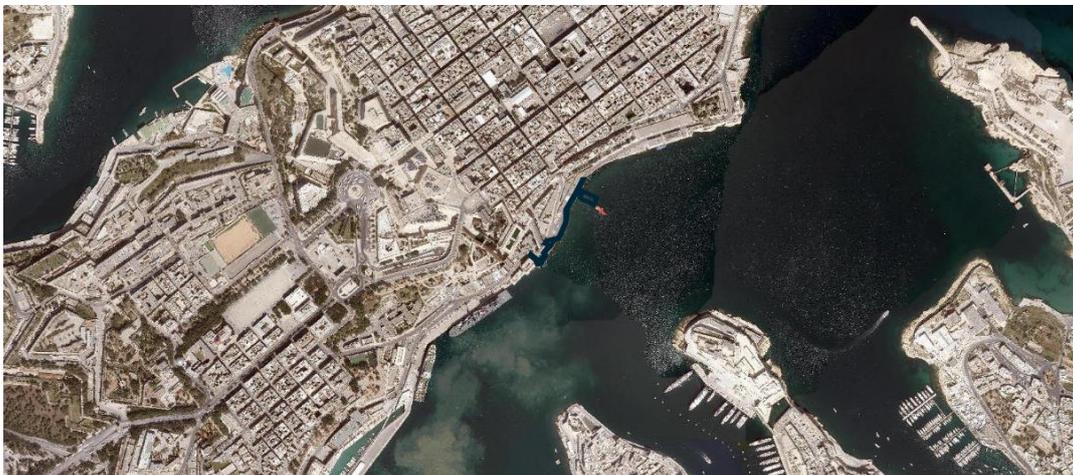


Figure 1: Location of site (in blue). Source: PA Geoserver.



Figure 2: Location of site (in blue) – Close-up. Source: PA Geoserver.

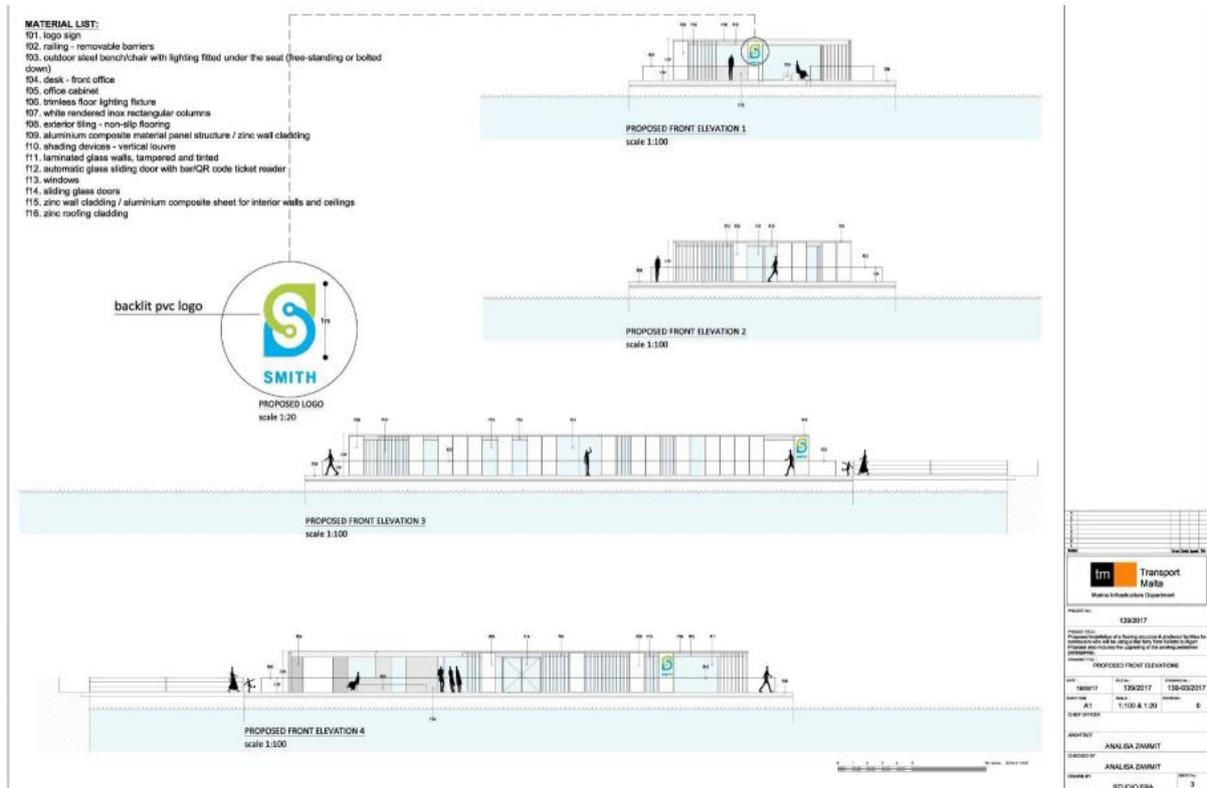


Figure 3: Proposed Elevations. Source: E-Apps (PA/00122/18/30a).

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 development falls under Schedule I Category II as per Sections 6.2.2.2 (*Dredging¹ or other changes to the seabed, excluding maintenance dredging within an already existing harbour or its official fairway*) and 6.3.2.3. (*Development on the coast or in the sea, not covered by Category I, with a footprint of 500 m² or more*) of the Environmental Impact Assessment Regulations (S.L. 549.46).

2.2 Documents used for screening:

1. Project Description Statement (PDS), referred to ERA on 17th April 2018 (PA/00122/18/75a).
2. ERA consultation reply dated 15th February 2018 (PA/00122/18/64a).

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)?	During construction, the inter-harbour ferry service and any other users of the marine area may be slightly disrupted from their routine operations. The proposal will include the addition of a new floating structure in the area.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> No. Given that a “notice to mariners” of the schedule of work will be issued, other sea users are not expected to be disrupted during the construction phase. As regards to the operational phase, no significant impacts are envisaged since the area is already committed for such use.	PDS pg. 6 & 43.
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. The proposed project will result in the further commitment of the coast. The PDS mentions that the works off-site will require: - Steelwork for the superstructure (42.5 tonnes); whilst the works on-site will require: - Rotary piles (40 m ³); - Rotary piles reinforcement (10,000 kg); and - Partial cast in-situ slabs/beams (300 m ³).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> No. Given the nature and scale of the project, the use of such resources for the proposal per se is not likely to have a significant impact. The energy requirements, during both construction and operation, are not expected to be significant. Moreover, the energy needed for the construction phase will be minimal due to the fact that the	PDS pg. 40.

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](#)]

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>The operational phase will require very little raw materials, generally for maintenance purposes only.</p> <p>The energy requirements for the construction and operational phases of the proposal are not yet available.</p>	superstructure will be constructed offsite.	
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. The proposal will generate silty material together with rock material from piling operations and the excavation from the seabed.</p> <p>Dust emissions are also expected to be generated.</p> <p>Although the use will remain similar to that already present on site, there are potential oil, fuel or chemical spillages from the vessels.</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/></p> <hr/> <p>Given the temporary nature of the construction works, the impacts will be short-term and temporary and can be mitigated through measures identified in 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 regards to spillages given the nature and scale of the project.</p>	PDS pg. 41.
4	Will the Project produce solid wastes during construction, operation or decommissioning?	<p>The waste generated from the construction of the promenade and the two piles along with the trenching works is expected to be as follows:</p> <ul style="list-style-type: none"> - 36 m³ of silty material; - 84 m³ of inert rock material; and - 900 m³ from mixed excavated material. <p>Any sedimentary formation (incl. silt, gravel, rock and indigenous parent rock material) removed 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.</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/></p> <hr/> <p>No. 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 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>	PDS pg. 41.

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
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 a significant increase in traffic flows. The fast ferry vessel will generate air emissions.</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/></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 the area is already committed for such use.</p>	PDS pg. 45.
6	Will the Project cause noise and vibration or the releasing of light, heat, energy or electromagnetic radiation?	<p>Yes. During the construction phase of the project trenching works, upgrading of the promenade and the assembly of the superstructure will generate noise and vibration which may disturb residents, tourists, offices and businesses in the area.</p> <p>During the operational phase of the project, the increased numbers of passengers using the ferry service will generate some noise. Ventilation fans, AC units and fridges/freezers within the superstructure will also generate noise emissions.</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/></p> <p>No. During construction works, noise and vibration impacts are expected to be of short term and temporary. Such impacts can be minimised through good environmental construction practices outlined in the Environmental Management Construction Site Regulations (S.L. 552.09).</p> <p>Operational noise is expected to be minimal and therefore no significant impacts are expected.</p>	PDS pgs. 45-46.
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>Construction works and trenching equipment may affect the water quality of the area by increasing the turbidity and sediment suspension.</p> <p>The risk of accidental spillages and leakages 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 – Il-Port Il-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 <input checked="" type="checkbox"/> Unclear <input type="checkbox"/></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 pgs. 43-44.

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
8	Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	No increase in the risk of accidents is envisaged during construction and operational phases, other than occupational risks typically associated with constructions activity.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> No significant impacts are envisaged both during construction phase and operational phase.	/
9	Will the Project result in environmentally related social changes for example, in demography, traditional lifestyles, employment?	Yes. The aim of the proposal is to reduce travelling time to/from Gozo. This will attract more people to the area which in turn may lead to domino-effect for local commercial activities.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> No significant impacts are being envisaged. Moreover, the project will provide an alternative means of transportation to/from Gozo.	PDS pg. 47.
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, however the project may increase traffic and pressure on car parking spaces especially along Xatt Lascaris and Xatt Il-Barriera.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> No significant impacts are being envisaged given that there are no known plans.	/
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?	Yes. The proposal lies within a scheduled Area of High Landscape Value (AHLV) - Harbour Fortifications (G.N. 133 of 2001). Furthermore, there are a large number of other scheduled buildings in close proximity to the development site. The project 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).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> No significant impacts are envisaged on the Area of High Landscape Value given that the area is already largely characterised by harbour related activities. Noting that the proposed works on-site are for the upgrading of the promenade and for the assembly of the superstructure, risks of deterioration of the water body status are not considered to be significant.	PDS pg. 35, 38 & 45.
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?	The project 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). 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> and other protected species	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> Noting the proposed works, risks of deterioration of the water body status are not considered to be significant. 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,	PDS pg. 35.

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		Briefly describe	Briefly justify	
		such as <i>Lithophaga lithophaga</i> may be present in the area.	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.	
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, overwintering, migration, which could be affected by the Project?	Reply to question 12 refers.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> Reply to question 12 refers.	/
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 – Il-Port Il-Kbir sal-Port ta Marsamxett that is protected under the Water Policy Framework Regulations (S.L. 549.100).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> Noting that the proposed works on-site are for the upgrading of the promenade and for the assembly of the superstructure, risks of deterioration of the water body status are not considered to be significant.	/
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 proposal lies within a scheduled Area of High Landscape Value (AHLV) - Harbour Fortifications (G.N. 133 of 2001). Furthermore, there are a large number of other scheduled buildings in close proximity to the development site.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> 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.	PDS pg. 38 & 45.
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 falls under “Zone B” in the Grand Harbour Local Plan (GHLP), which states that the area is to be used for passenger and related services, leisure and tourism. An inter-harbour ferry service that already runs between Valletta and Cospicua lies within the Area of Influence (Aoi). The project will attract more passengers to the area which in turn	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> No significant impacts are being envisaged given that the area is already largely characterised by related harbour activities.	PDS pg. 47.

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		may attract additional facilities, such as commercial activities in the area. Consequently, increase in traffic and pressure on car parking spaces may result especially along Xatt Lascaris and Xatt Il-Barriera.		
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. The project may result in an increased traffic and pressure on car parking spaces especially along Xatt Lascaris and Xatt Il-Barriera. The introduction of a floating structure and the increase in marine traffic to/from the area will cause shadowing on various marine benthic organisms within the area. The lack of direct sunlight impact may influence the productivity of various algal assemblages.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> No significant impacts are envisaged, given the nature of the proposed development. Given that the area is already heavily used for maritime transportation, the impact from shadowing is not expected to be of major concern.	PDS pg. 43-44 & 47.
18	Is the Project in a location where it is likely to be highly visible to many people?	Yes. This project is located within the Grand Harbour region.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> Reply to Question 15 refers.	/
19	Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	Reply to Questions 11 and 15 refer.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> Reply to Questions 11 and 15 refer.	/
20	Is the Project located in a previously undeveloped area where there will be loss of greenfield/ODZ land?	No.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> No significant impacts are being envisaged.	/
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?	An inter-harbour ferry service that runs between Valletta and Cospicua lies within the Aol. The bastions, several offices, residential properties and other commercial facilities are situated in the vicinity.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> No significant impacts are envisaged, given the location, scale and nature of the proposed development.	/

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22	Are there any plans for future land uses within or around the location which could be affected by the Project?	None are known of, however the proposal may generate impacts in relation to the provision of additional car parking spaces.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> No significant impacts are being 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 site is located within the close proximity to various offices, residential properties, and other commercial entities.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> No significant impacts are envisaged, given the scale, location and nature of the proposed development.	/
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 <input checked="" type="checkbox"/> 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?	The proposed development is located within the Grand Harbour attracts a number of tourists.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 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 pollution or environmental damage e.g. where existing legal environmental standards are exceeded that could be affected by the project?	Yes. The proposal site is located within a Grand Harbour area. High baseline turbidity levels are already present due to ship manoeuvring and operations. Furthermore, the water quality of the area is already impacted by the present port activities and by visibly eutrophic conditions that practically render the seawater opaque.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> No significant impacts are envisaged given the operational aspect and use will remain similar to that present.	/
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	Yes. The site is exposed to direct wave action and flooding during storm surges.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/> No significant impacts are envisaged given the issue is of limited significance, considering the scale of the proposal (site area of approximately 1890 m ²), its relative location (within a harbour	/

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	could cause the project to present environmental problems?		area), and the nature of the surrounding terrain.	

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 protected habitats in the area (especially with regard to *Cladocora caespitosa* and *Lithophaga lithophaga*) to allow for effective monitoring during construction. A method statement is to be submitted prior to the commencement of the said study/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.