



**TN 160087**

**DEMOLITION OF EXISTING STRUCTURES AND  
CONSTRUCTION OF FUEL FILLING DEPOT INCLUDING  
ANCILLARY OFFICES, FACILITIES AND WIDENING OF  
ACCESS ROAD, AT HAS-SAPTAN, OFF VJAL L-  
AVJAZZJONI, HAS-SAPTAN, GHAXAQ**

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## **ENVIRONMENTAL PLANNING STATEMENT**

### **NON TECHNICAL SUMMARY**

**Version 1: August 2016**

**Report Reference:**

**Adi Associates Environmental Consultants Ltd, 2016. Demolition of Existing Structures and Construction of Fuel Filling Depot including Ancillary Offices, Facilities and Widening of Access Road, at Has-Saptan, Off Vjal I-Avjazzjoni, Has-Saptan, Ghaxaq (TN 160087). . Environmental Planning Statement prepared in support of development permit application no. TN 160087. San Gwann, August 2016; ii + 12 pp.**

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## Quality Assurance

**TN 160087**

**Demolition of Existing Structures and Construction of Fuel Filling Depot including Ancillary Offices, Facilities and Widening of Access Road At Has-Saptan, Ghaxaq**

### Environmental Planning Statement

Report for: **Enemed Co Ltd**



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It is pointed out that ISO 14001 certification covers the management system only and not the contents of this report.

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## Revision Schedule

Rev	Date	Details	Written by:	Checked by:	Approved by:
00	July 2016	Submission to client	Rachel Decelis Consultant	Rachel Xuereb Director	Adrian Mallia Director

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## INTRODUCTION

1. This Environmental Planning Statement (EPS) was commissioned by Enemed Co. Ltd to support its application to construct a fuel filling station for road tankers at Ħas-Saptan in Għaxaq (see **Figure 1**).
2. A Full Development Permit (FDP) application was submitted to the former Malta Environment and Planning Authority (MEPA) in February 2015 (TN 160087). Following the submission of a Project Description Statement (PDS) for the development in November 2015 and again in March 2016, the Environment and Resources Authority (ERA) determined that the development required an EPS in accordance with Schedule IA, Category 7.6.2.6 *Environmental Impact Assessment Regulations, 2007* (Legal Notice 114 of 2007) (S.L. 504.79).
3. Hereafter in this EPS, the proposed development is referred to as 'the Scheme'. A detailed description of the Scheme is provided in **Chapter 3** of the EPS.

### Purpose of the EPS

4. The purpose of this EPS is to present the findings of the Environmental Impact Assessment (EIA). EIA is the process of systematically assessing the likely significant environmental impacts of development proposals. EIA also ensures that the significance of these impacts, and the scope for reducing them, is clearly understood by both the public and by MEPA before a decision is made on

whether or not the development should be approved.

### Background to the Scheme

5. The Applicant intends to relocate the fuel dispensing station currently located at the 31<sup>st</sup> March 1979 fuel installation at Birżebbuġa to a site at Ħas-Saptan l/o Ħal Għaxaq (**Error! Reference source not found.**), which covers an area of approximately 6,600 m<sup>2</sup>. The proposal is for the construction of a fuel dispensing station for refuelling of road tankers.

### Terms of Reference

6. The Terms of Reference (ToR) for the EIA were prepared by ERA, in consultation with the relevant Government Departments. The final version of the ToR is available in **Technical Appendix I: Terms of Reference and Method Statements**.
7. The ToR were formulated following a scoping exercise, undertaken by ERA, to identify the issues to be considered in the EIA. The ToR focused on those impacts ERA considered likely to be significant and, therefore, requiring further assessment. The ToR also described the various components of the EIA.

### Method Statements

8. Method Statements were prepared to assess the impacts of the Scheme in respect of the topic areas: *geo-environment, cultural heritage, agriculture, ecology, landscape*

*and visual amenity and air quality.*

9. The Method Statements outlined the baseline survey work to be carried out, the methodology to be used to assess the predicted impacts, and the means by which the significance of the impacts would be determined. The Method Statements were agreed to by ERA. The Method Statements are reproduced in **Technical Appendix I: Terms of Reference and Method Statements**.

### **EIA Approach**

10. The baseline surveys were undertaken having regard to an 'Area of Influence' for each topic area, agreed in consultation with ERA.
11. A detailed assessment of the Scheme's impact on the features present on / within the Scheme Site and in its environs was undertaken, and any potential environmental benefits of the Scheme were identified.

### **Significance of Impacts**

12. Assessment of the significance of impacts arising from the Scheme is a key stage in the EIA process. This judgement is critical in informing the decision-making process. However, defining significance can be difficult. In general terms, environmental significance involves assessing the amount of change to the environment perceived to be acceptable to the community (Sippe, 1999).
13. The following criteria were used in the EIA to assess the

significance of an impact:

- type of impact (adverse / beneficial);
  - extent and magnitude of impact;
  - direct or indirect impact;
  - duration of impact (short term / long term; permanent / temporary);
  - comparison with legal requirements, policies and standards;
  - sensitivity of receptor (residential dwellings, hotel, recreational areas, etc.);
  - probability of impact occurring (certain, likely, uncertain, unlikely, remote);
  - reversibility of impact;
  - scope for mitigation / enhancement (very good, good, none); and
  - residual impacts.
14. Using these criteria, the significance of the impacts arising from the Scheme was categorised, as follows:
- **not significant**, where the impact is environmentally acceptable;

- **minor significance**, where the impact is manageable; and
  - **major significance**, where the impact is environmentally damaging and requires redesign or mitigation measures to minimise it.
15. The EPS includes an assessment of the significance of predicted impacts and, following the implementation of any proposed mitigation measures, the significance of any residual impacts. A summary of the identified significant impacts is included in **Chapter 12** of the EPS. The recommended mitigation measures, and residual impacts, are described in respect of each topic area, at the end of the relevant chapter (see **Chapters 5 to 10** of the EPS). A risk assessment is presented in **Chapter 11**.

### Uncertainty

16. The EIA process is designed to enable good decision-making based on the best possible information about the environmental implications of a proposed development. However, there will always be some uncertainty as to the exact scale and nature of the environmental impacts. This arises through shortcomings in information, doubts, or lack of certainty on the likelihood that an incidence will occur, and/or due to the limitations of the prediction process itself. Where uncertainties have arisen, and where they remain, this is clearly stated in the EPS.

### DESCRIPTION OF SCHEME

17. The Scheme will provide a refuelling service for road tankers supplying fuels to service stations throughout Malta.
18. Gasoline, diesel, gasoil and other fuels will be dispensed from filling points connected to 14 new prefabricated underground day tanks. The fuel dispensing station will consist of six loading lanes with three loading arms in each lane supplying different fuels. The general layout of the Scheme is shown in **Error! Reference source not found.**
19. The day tanks will receive fuel on a daily basis from the existing underground Has-Saptan fuel storage facility via pipelines constructed within a new tunnel. The day tanks will be double-skinned and will also be equipped with an overfill prevention system consisting of high level sensors that can automatically shut off the filling process when the tank is full. A motorised double valve system will be installed to regulate the inflow to and outflow from the tanks. The tanks will also be equipped with a Class I leak detection system within the interstitial space, and will be located underground within an impermeable bund, and buried in sand.
20. A vapour recovery unit (VRU) will be installed and integrated with the road tanker loading system, to recover gasoline vapours from the road tankers and the day tanks during transfer from tank to road tanker and during tank-

to-tank transfers. If a tanker is not attached to the VRU, it will not be able to fill. All operators will be trained on the use of the bottom loading system.

21. To achieve this aim, the existing road tanker fleet will be replaced with bottom loading tankers<sup>1</sup>. These tankers will be equipped with an overfill prevention mechanism, which shuts down the dispensing system when a set value is reached.
22. The Scheme is expected to cater for around 40 road tanker refuelling trips daily.
23. The Scheme will also include an administration block and workshops for maintenance of plant, equipment and road tankers; the existing buildings on the western side of the site will be demolished.
24. The entire site will be constructed of concrete hardstanding, with an impermeable self-healing membrane underlay. Oil-water separators will receive and treat surface water from all the outdoor areas of the Scheme.
25. A fire detection and fire fighting system will be installed at the Scheme. The day tanks will be served by a number of

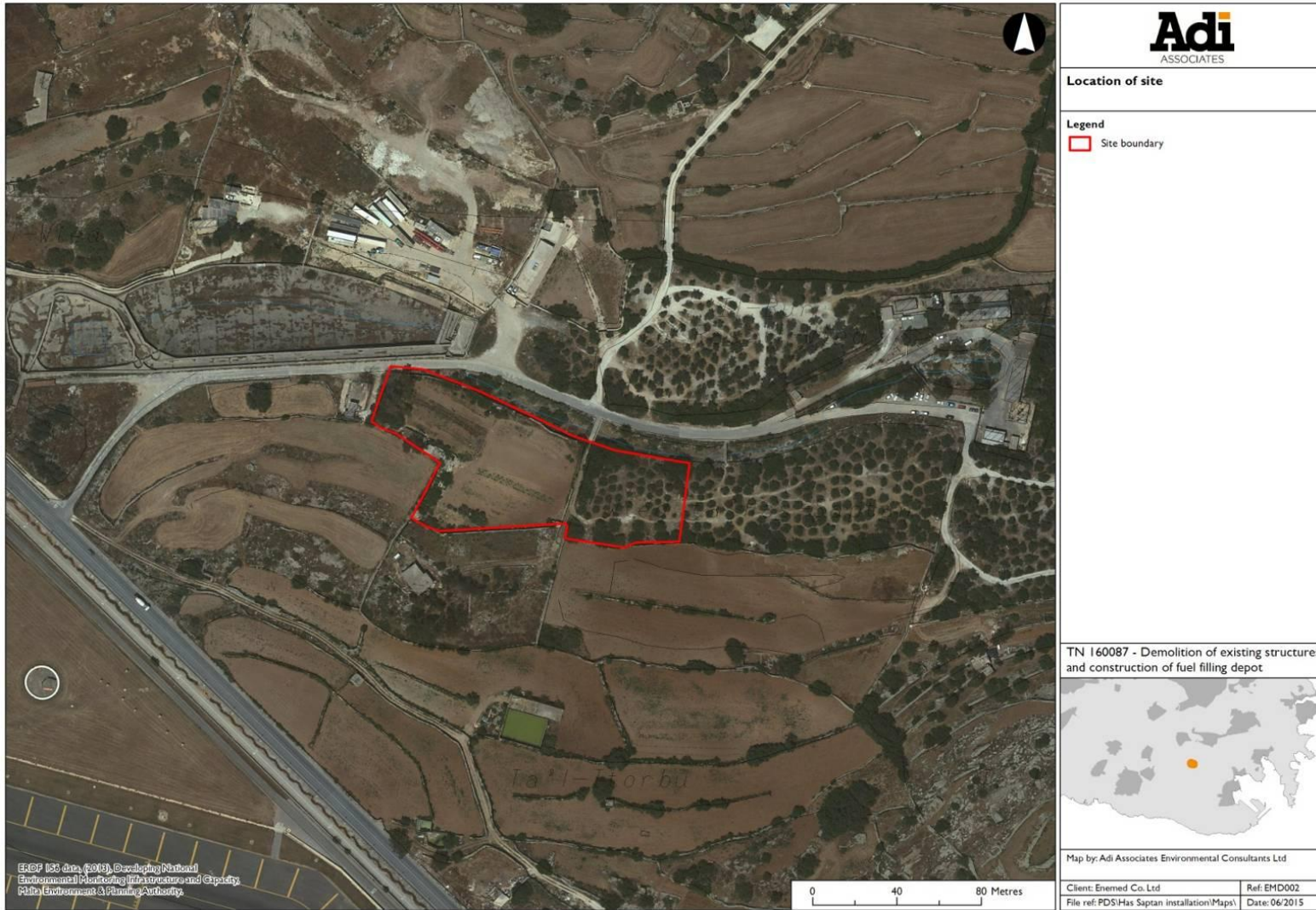
firewater ring mains as agreed with the Civil Protection Department. A fire safety and ventilation report has been prepared for the fuel dispensing element of the Scheme, while a fire safety report has also been prepared for the Scheme's administration block.

26. A total of 89 trees in the eastern part of the Scheme will need to be removed to make space for the construction of the loading bay and to ensure sufficient distance in case of a lightning strike. Protected trees will be transplanted to the southwestern boundary of the Scheme site and to the immediate surroundings of the site. Moreover, an estimated additional 280 trees will also be planted in these areas.
  27. A more detailed description of the Scheme, together with detailed plans and drawings, are available in **Chapter 3** of the EPS.
- Access and Parking**
28. Access to the site will be through the current access road, which will be widened to accommodate the safe passage of road tankers.
  29. 50 parking spaces will be provided for employees just outside the Scheme site.

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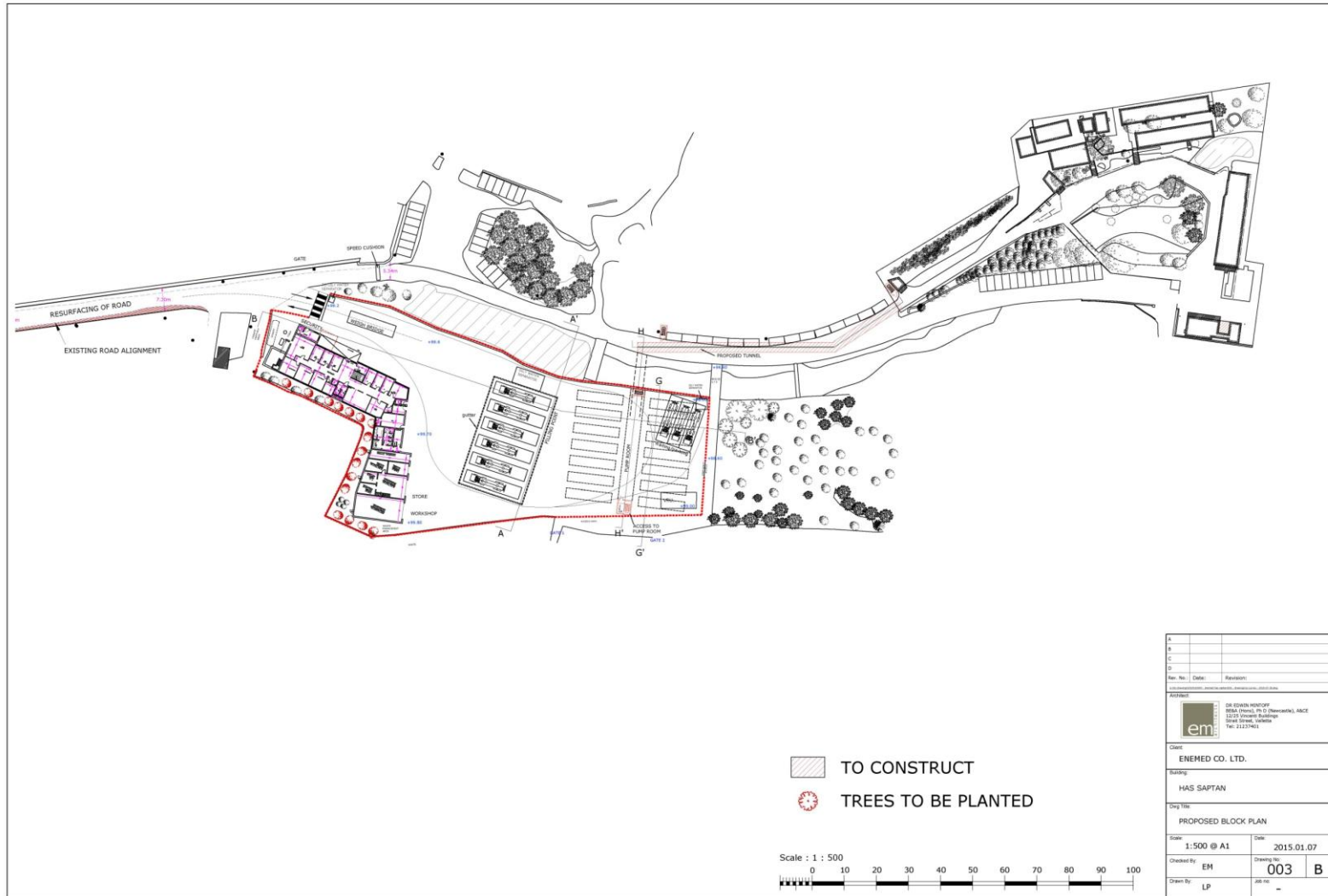
<sup>1</sup> The replacement of the fleet has already started with three new bottom loading tankers already acquired by the Applicant. The Applicant confirmed that by the time the Scheme will be operational all the fleet will be replaced by bottom loading tankers.

**Figure 1: Location of the Scheme**





**Figure 2: Scheme Layout**



### **Scheme Construction**

30. Construction will involve site clearance, demolition of the existing structures, excavation works, and construction. These phases will be carried out in parallel whenever feasible. Construction is expected to be completed within 12-15 months from commencement. The Scheme is expected to be operational by June 2017, to enable the decommissioning of the 31<sup>st</sup> March 1979 installation at Birżebbuġa at this time.
31. A detailed Construction Management Plan (CMP) will be provided by the contractor awarded responsibility for the works. This will detail the layout of the site during the construction phase and the measures to be put in place to mitigate impacts from construction, as well as the safety measures.

### **Waste Management**

32. Wastes generated from site clearance will be transported off-site to licensed facilities using registered waste carriers. Soil will be placed on another site to be identified following consultations with the competent authorities.
33. The quantity of rock that will need to be excavated is likely to be limited because of the amount of fill likely to be present on site; the rock will mostly be Lower Coralline Limestone and can be reused as screed, spalls or in concrete.

### **SCHEME OPERATION**

#### **Resources and Raw Materials**

34. The principal raw materials during operation are the fuels that will be dispensed to road tankers. It is to be noted that the total quantity of fuel stored at the Scheme site at any time is below 2,500 tonnes.

#### **Operational Waste Management**

35. Operational waste will be removed from the site using waste carriers registered for that type of waste or collected by authorised waste brokers. Wastes will be sent to authorised facilities, which may vary from time to time as waste contracts are awarded on the basis of tenders; where possible, recycling will be preferred over disposal.
36. Mixed municipal waste and recyclable office waste will be collected and stored temporarily in an on-site skip and taken to the Għallis non-hazardous landfill, Sant' Antnin Waste Treatment Plant or other licensed facility once full. Separation of office waste into different recyclable streams will be carried out where possible.
37. Waste from maintenance of road tankers will be stored in the workshop until it is collected. Oils from the separators and sludges from tank cleaning will be stored temporarily outdoors in a closed IBC and collected within a day of cleaning activities; it is to be noted that all outdoor areas are connected to the oil-water separators.

Glycol from VRU maintenance will be generated every four years (2,000 L), and will typically be removed from site immediately upon removal from the VRU. If immediate collection is not feasible, glycol will be temporarily stored in the warehouse using a containment system (e.g. spill trays) prior to collection.

38. All hazardous waste transferred from the site will be accompanied by a valid hazardous waste consignment permit issued by ERA. Each consignment under the consignment permit will also be accompanied by a consignment note.

#### **Emissions to air**

39. In fuel dispensing stations where there is no abatement, emissions of Volatile Organic Compounds (VOC) arise mainly from the following activities related to the handling of petrol:
- Tank emissions: vapour displacement when an incoming delivery of petrol is received into day tanks; and
  - Emissions during road tanker loading: these occur when gasoline is transferred from day tanks to the road tanker. They are a combination of vapour from the day tank's contents and the vapour evolved in the road tanker's containers as a result of splashing and turbulence during filling.

40. These emissions are caused by the release of vapour from petrol. Diesel and other fuels handled at the Scheme have a lower vapour pressure and a higher flash point, and therefore do not release significant emissions, even without abatement.

41. As mentioned above a VRU system will be connected to each gasoline day tank and on the road tanker filling facilities. The new road tankers that will be used at the Scheme will be bottom loaders that will not be able to operate unless they are connected to the VRU. This ensures that emissions are mitigated during filling.

#### **Emissions to water and wastewater**

42. As mentioned, the entire Scheme site will be concreted and lined with an underlying impermeable self-healing membrane.
43. Clean rainwater from the roof of the proposed administration building and the canopy will be collected in an underground reservoir having a capacity of 200 m<sup>3</sup>; this water will be reused on site.
44. The ground in outdoor areas of the site will be laid to fall towards one of the oil-water separators, with the treated water being discharged into the Has-Saptan valley. Sludge from the separators will be removed as needed.
45. Fuels will be stored in double-skinned tanks, within impermeable bunds having a capacity of at least 110% of

the tank capacity.

46. The pipework tunnel will be connected to an impermeable sump that is able to contain any fuel leaks.
47. Sanitary waste from toilets and showers will be collected in a ventilated impermeable cesspit, which will be emptied by bowser approximately once a month, with the effluent being discharged to a WSC-authorised discharge point.
48. Storage of hazardous waste will be carried out in designated and contained areas to ensure no contamination of surface water in case of a spill.

### **SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION**

49. The predicted impacts of the Scheme were assessed on a topic area basis, in accordance with the ToR. Particular attention was given to the predicted principal impacts and how these could be mitigated.
50. Potentially major impacts that were identified during the assessment relate to the loss of agricultural land and protected trees, loss of mineral resources and impacts on the landscape, as described below.

#### **Geo-environment**

51. The predicted impact of the Scheme on the underlying geology and the geomorphology of the A of I is considered to be of major significance, since it involves

the extraction of mineral resources, where the amount of rock to be excavated will be approximately 7,000 m<sup>3</sup>.

52. In terms of quality of the aquifer and recharge, the predicted impact of the Scheme is considered to be of minor significance, subject to the appropriate mitigation measures being in place.
53. The predicted impact of the Scheme in relation to the quality of surface run-off is considered to be minor, also subject to the appropriate mitigation measures being in place.

#### **Agriculture**

54. Agricultural land will be lost as a result of the Scheme resulting in a major negative impact even though the Site is not currently cultivated. The agricultural land that will be removed has been described as a hobby farm of moderate agricultural value. Road works are expected to be minor and widening will be minimal. Removed soil will be reutilised elsewhere.
55. The Scheme will also result in the loss of a number of protected trees namely olive (*Olea europaea*) and carob (*Ceratonia siliqua*) trees that are part of a planted woodland that has since developed into a high maquis. Both species are protected and the uprooting of these trees requires a permit from the ERA. Loss of these trees from the Site is considered to be of major significance given that there are so many present on Site.

56. Dust impacts on agricultural land surrounding the Scheme Site during construction are expected to be of minor significance because of the temporary nature of the impact.
57. Without mitigation, accidental spills of oils or fuels from the Scheme may impact the surrounding agricultural land. Potential spills would lead to soil contamination that could affect the toxicity of the soil. However, as described in **Chapter 11** of the EPS, the risks from spills and accidents is classified as low to very low because of the mitigation measures in place as the Scheme. The impact on surrounding agricultural land is therefore of minor significance.

### Ecology

58. Development of the Scheme will result in direct habitat loss of approximately 10% of the olive-carob grove. The area to be lost is located at the edge of the habitat and does not result in habitat fragmentation. Given this, it is not expected that the extent of the loss will significantly affect the overall integrity of the habitat; the impact is therefore considered to be of minor significance.
59. The excavation process will likely result in dust entrainment. Given the temporary nature of the impact, this is considered to be of minor significance. During construction, apart from the direct loss of the olive-carob habitat, there is also the risk of trampling and direct damage to adjacent areas lying outside the Application Site

within the olive-carob area. It is considered that a degree of damage to the adjacent habitat will inevitably occur.

60. In terms of operation the main source of noise is from the entry and exit of tankers to the site. Noise from operation of the pumps is unlikely to be significant because the new pumps will be housed in a pump-room situated below the level of the ground. Considering the low volume of traffic generated by the Scheme and also noting that the airport and the road are within close proximity it is unlikely that there would be a significant impact from the operation of the Scheme.

### Cultural Heritage

61. The construction of the Scheme will result in the removal of topsoil and some excavation. Although there are no visible features of archaeological importance on the Scheme Site, it cannot be excluded that, given the archaeological sensitivity of the area, cultural heritage remains could be discovered during the removal of topsoil and excavation works. The impact at this stage is uncertain, as findings, if any, will only be visible when works on site commence.
62. The removal of the rubble walls surrounding the Scheme site is not expected to result in a significant adverse impact due to the condition of these walls, which show frequent interventions with the introduction of larger sized blocks.

### Landscape and Visual Amenity

63. Major landscape impacts were identified on account of the landscape value of the site and the introduction of the proposed facility in an otherwise largely rural landscape. In addition to the Scheme building, the landscape assessment also considered the amount of large vehicles going to and leaving the facility on a daily basis (Scheme operation), which will also have a significant effect on the landscape of the area.
64. Only two suitable viewpoints were identified where the Scheme is considered likely to result in an impact. The impact on visual amenity is minor to moderate /major when viewed from close.

### Air Quality

65. The results of the air quality study show that the impact from the Scheme on benzene annual ambient air concentrations is negligible at all sensitive receptors within a 3 km radius from the site.
66. The odour study showed that the combination of small odour exposure coupled with high receptor sensitivity results in a slight adverse impact with regard to odour effects from the Scheme.

### Mitigation

67. Where appropriate, mitigation measures have been recommended and these are described at the end of

**Chapters 5 to 10.** In many cases these measures were already designed into the Scheme. It would be appropriate for, and it is recommended that, these mitigation measures be taken account of in the conditions of any eventual development permit. Mitigation measures include: locating the day tanks (with a storage capacity of 1,400 m<sup>3</sup>) below ground, double skin tanks constructed to EN 12285, impermeable bunding, overfill prevention mechanisms, motorised double valve systems, trench sides and bottom lined with fuel-resistant membrane, presence of an oil-water separator with continuous hydrocarbon monitoring, and concrete hardstanding with impermeable membrane underlay.

68. In order to reduce the risk of accidents, including spillages and explosions, a number of procedural measures are proposed (refer also to **Chapter 11**) including: an interstitial leak detection system, day tanks not filled to capacity, wet stock management (monitoring of gasoline recovered), vapour detection system in the tunnel, having a spill prevention and response plan in place together with spill kits and trained staff, information signage on dispensing procedures, maintenance procedures, fire and heat detection systems as well as traffic management.

### ENVIRONMENTAL RISK ASSESSMENT

69. An environmental risk assessment (**Chapter 11** of the EPS) was carried out for the Scheme operation. The risk assessment:

- Describes and evaluates the risks to the environment associated with the Scheme, including risks arising due to the nature of the materials to be stored on site, the risks associated with the equipment proposed to be used (e.g., tanks, dispensers, etc.), and the risks associated with the activities to be undertaken on site; and
  - Describes the measures which will be undertaken to mitigate such risks, and evaluating the residual risk levels.
70. The Scheme includes measures to minimise the likelihood and consequences of an accident, such as double skin tanks and pipes, leak detection systems, impermeable flooring, oil separators and petrol vapour recovery. As a result, environmental risks will be reduced from high and extreme to low and very low.



**TN 160087**

**TWAQQIGH TA' STRUTTURI EŻISTENTI U BINI TA'  
STAZZJON GHALL-MILI TAL-FJUWIL INKLUŻI UFFIĊINI  
ANĊILLARI, FAĊILITAJIET U TWESSIGH TAT-TRIQ LI  
TAGHTI AĊĊESS GĦAS-SIT F' GĦAS-SAPTAN, VJAL  
L-AVJAZZJONI, GĦAS-SAPTAN, GĦAL GĦAXAQ**

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**DIKJARAZZJONI DWAR L-IPPJANAR  
AMBJENTALI**

**SUNT MHUX TEKNIKU**

**Verżjoni 1: Awwissu 2016**



**Referenza tar-rapport:**

**Adi Associates Environmental Consultants Ltd, 2016. Twaqqigh ta' Strutturi Eżistenti u Bini ta' Stazzjon għall-mili tal-Fjuwil inklużi Uffiċini Anċillari, Faċilitajiet u Twessigh tat-triq li tagħti aċċess għas-sit f' Has-Saptan, Vjal l-Avjazzjoni, Has-Saptan, Hal Għaxaq. Dikjarazzjoni dwar l-Ippjanar Ambjentali mhejjija b'appoġġ għall-applikazzjoni għal permess ta' żvilupp TN 160087. Sunt Mhux Tekniku, Verżjoni 1. San Gwann, Awwissu 2016; ii + 12 pp.**

**DIN HIJA KOPJA DIĠITALI TAR-RAPPORT.  
IRRISPETTA L-AMBJENT – ŻOMMHA DIĠITALI**

## Assigurazzjoni tal-Kwalità

**TN 160087**

**Twaqqiġ ta' Strutturi Eżistenti u Bini ta' Stazzjon għall-mili tal-Fjuwil inklużi Uffiċini Anċillari, Faċilitajiet u Twessiġ tat-triq li tagħti aċċess għas-sit f' Has-Saptan, Vjal l-Avjazzjoni, Has-Saptan, Hal Għaxaq**

**Dikjarazzjoni dwar l-Ippjanar Ambjentali**

Rapport għal: **Enemed Co Ltd**



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## Skeda tar-Revizjoni

Rev	Data	Detalji	Miktub minn:	Iċċekkjat minn:	Approvat minn:
00	Lulju 2016	Sottomissjoni lill-Klijent	Rachel Decelis Consultant	Rachel Xuereb Director	Adrian Mallia Director

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## INTRODUZZJONI

1. Din id-Dikjarazzjoni dwar l-Ippjanar Ambjentali (DIA) tqabbadna nagħmluha mill-Kumpanija Enemed Co. Ltd b'appoġġ għall-applikazzjoni tagħha biex jinbena stazzjon għall-mili ta' bawżers tal-fjuwil f'Has-Saptan f'Hal Għaxaq (ara **Figura 1**).
2. Applikazzjoni għal permess sħiħ ta' żvilupp kienet sottomessa lil dik li kienet l-Awtorità ta' Malta dwar l-Ambjent u l-Ippjanar (MEPA) fi Frar 2015 (TN 160087). Wara s-sottomissjoni ta' Dikjarazzjoni Deskrittiva tal-Proġett (DDP) għall-iżvilupp propost f'Novembru 2015 u mill-ġdid f' Marzu 2016, l-Awtorità ta' Malta għall-Ambjent u r-Riżorsi (ERA) iddeċidiet li l-iżvilupp kien jeħtieġ Studju dwar l-Impatt Ambjentali (SIA) skont l-Iskeda 1A, Kategorija 7.6.2.6 tar-Regolamenti dwar l-Istudju dwar l-Impatt Ambjentali, 2007 (Avviż Legali 114 tal-2007)(S.L. 504.79).
3. Minn hawn 'il quddiem f'din id-DIA, l-iżvilupp propost qed jissejjaħ 'i-iskema'. Deskrizzjoni ddettaljata tal-iSkema qed tingħata f'**Kapitlu 3** tad-DIA.

### Skop tad-DIA

4. L-iskop ta' din id-Dikjarazzjoni dwar l-Ippjanar Ambjentali huwa li jiġu ppreżentati r-riżultati tal-Istudju dwar l-Impatt Ambjentali (SIA). Dan huwa l-proċess li bih l-impatti ambjentali importanti li probabbli joħroġu mill-proposti jkunu studjati b'mod sistematiku. SIA jiżgura ukoll li s-sinjifikat ta' dawn

l-impatti, u x'possibbiltà hemm li jitnaqqsu, jinftexmu b'mod ċar kemm mill-pubbliku u kemm mill-MEPA qabel ma tittieħed deċiżjoni dwar jekk l-iżvilupp għandux jiġi approvat jew le.

### Sfond tal-iSkema

5. L-applikant bi nsiebu jirriloka l-istazzjon għall-mili tal-bawżers tal-fjuwil li bħalissa jinsab fl-iStallazzjoni tal-Fjuwil 31 ta' Marzu 1979 f'Birżebbuġa għal sit f'Has-Saptan limiti ta' Hal Għaxaq (**Figura 1**), li tkopri medda ta' madwar 6,600m<sup>2</sup>. Il-proposta hija għall-bini ta' Stazzjon għall-mili tal-fjuwil għall-bawżers.

### Termini ta' Referenza

6. It-Termini ta' Referenza (TtR) għall-iSIA tnejn mill-ERA b'konsultazzjoni mad-Dipartimenti tal-Gvern li għandhom x'jaqsmu. Il-verżjoni finali tat-TtR tinsab f'**Technical Appendix 1: Terms of Reference and Method Statements**.
7. It-TtR għad-DIA ġew ifformulati wara li l-ERA għamlet eżerċizzju dwar l-ambitu biex ikunu identifikati s-sugġetti li għandhom jiġu eżaminati fl-iSIA. It-TtR ffokaw fuq dawk l-impatti li l-ERA kkunsidrat li aktarx ikunu sinjifikanti u, għalhekk, jeħtieġu iżjed studju. It-TtR ddeskrivew ukoll id-diversi komponenti tal-iSIA.

### Dikjarazzjonijiet ta' Metodu

8. Tnejn Dikjarazzjonijiet ta' Metodu kif ikunu studjati

L-impatti tal-iskema fejn jidhlu l-oqsma ta': *geo-ambjent, wirt kulturali, agrikoltura, ekoloġija, pajsagġ u sbruġija tad-dehra u kwalità tal-arja.*

9. Id-Dikjarazzjonijiet jiddeskrivu fil-qosor ix-xogħol ta' sħarriġ bażiku li jrid jitwettaq, il-metodoloġija li trid tiġi uddeterminata l-importanza tal-impatti. Id-Dikjarazzjonijiet ta' Metodu kienu aċċettati mill-ERA. Id-Dikjarazzjonijiet ta' Metodu huma riprodotti f'**Technical Appendix 1: Terms of Reference & Method Statements.**

#### **Kif sar l-iSIA**

10. Xogħol ta' sħarriġ bażiku sar f'kull qasam ta' suġġett skond Area ta' Influenza miftehma b'konsultazzjoni mal-ERA.
11. Sar studju ddetaljat tal-impatt li l-iskema jkollha fuq il-karatteristiċi preżenti fis-Sit tal-Applikazzjoni u madwaru, u ġie identifikat kull benefiċċju ambjentali possibbli tal-iskema.

#### **Importanza tal-impatti**

12. L-istudju tal-importanza tal-impatti li jirriżultaw mill-iskema huwa stadju ewlieni fil-proċess tal-iSIA. Huwa dan il-ġudizzju li jholl u jorbot biex il-proċess ta' teħid ta' deċiżjonijiet ikun wieħed infurmat. Iżda jista' jkun diffiċli tiddefinixxi din l-importanza. F'termini generali, l-importanza ambjentali tisser li tistudja u

tiżen l-ammont ta' tibdil ambjentali meqjus aċċettabbli għall-komunità (Sippe, 1999).

13. Il-kriterji li ntużaw biex jiġi studjat kemm huwa importanti impatt huma dawn:
- Tip tal-impatt (negattiv/benefiku);
  - Firxa u kobor tal-impatt;
  - Impatt dirett jew indirett;
  - Kemm idum jinħass l-impatt (żmien qasir/fit-tul; permanenti/temporanju);
  - Tqabbil ma' dak li jitolbu l-liġi, il-policies u l-istandards;
  - Kemm hu sensittiv dak li jintlaqat minnu (djar, lukanda, inħawi ta' rikreazzjoni, eċċ.);
  - Probabbiltà li l-impatt iseħħ (ċert, aktarx, inċert, aktarx le, remota);
  - Kemm hu reversibbli l-impatt;
  - Kemm hemm possibbiltà ta' mitigazzjoni/titjib (tajba ħafna, tajba, xejn); u
  - Impatti residwi
14. Meta ntużaw dawn il-kriterji, l-importanza tal-impatti li jirriżultaw mill-iskema tqiegħdet f'kategoriji kif ġej:

- **Mhux importanti**, fejn l-impatt huwa ambjentalment aċċettabbli;
  - **Importanza żgħira**, fejn l-impatt jista' jkun ikkontrollat;
  - **Importanza kbira**, fejn l-impatt jagħmel ħsara lill-ambjent u jeħtieġ disinn mill-ġdid jew miżuri mitigatorji biex jitnaqqas kemm jista' jkun
15. Id-DIA fiha studju tal-importanza tal-impatti mbassrin u, wara l-implimentazzjoni ta' miżuri mitigatorji proposti, tal-importanza ta' xi impatti residwi. Ġabra fil-qosor tal-impatti importanti identifikati tinsab f'**Kapitlu 12** tad-DIA. Il-miżuri mitigatorji rakkomandati u l-impatti residwi huma deskritti għal kull qasam ta' suġġett, fl-aħħar tal-kapitlu relevanti (ara **Kapitli 5** sa **10** tad-DIA). Studju tar-riskji jinsab f'**Kapitlu 11**.

### Inċertezza

16. Il-proċess tal-iSIA huwa mfassal b'mod li jagħmilha possibbli li jittieħdu deċiżjonijiet tajbin ibbażati fuq l-aħjar informazzjoni possibbli dwar l-implikazzjonijiet ambjentali ta' żvilupp propost. Madankollu, dejjem ikun hemm xi inċertezza dwar il-kobor u n-natura eżatta tal-impatti ambjentali. Dan jiġi minn nuqqasijiet fl-informazzjoni, dubji, jew nuqqas ta' ċertezza fuq kemm hemm probabbiltà li ħaġa tiġri, u/jew minħabba l-limitazzjonijiet tal-proċess tat-

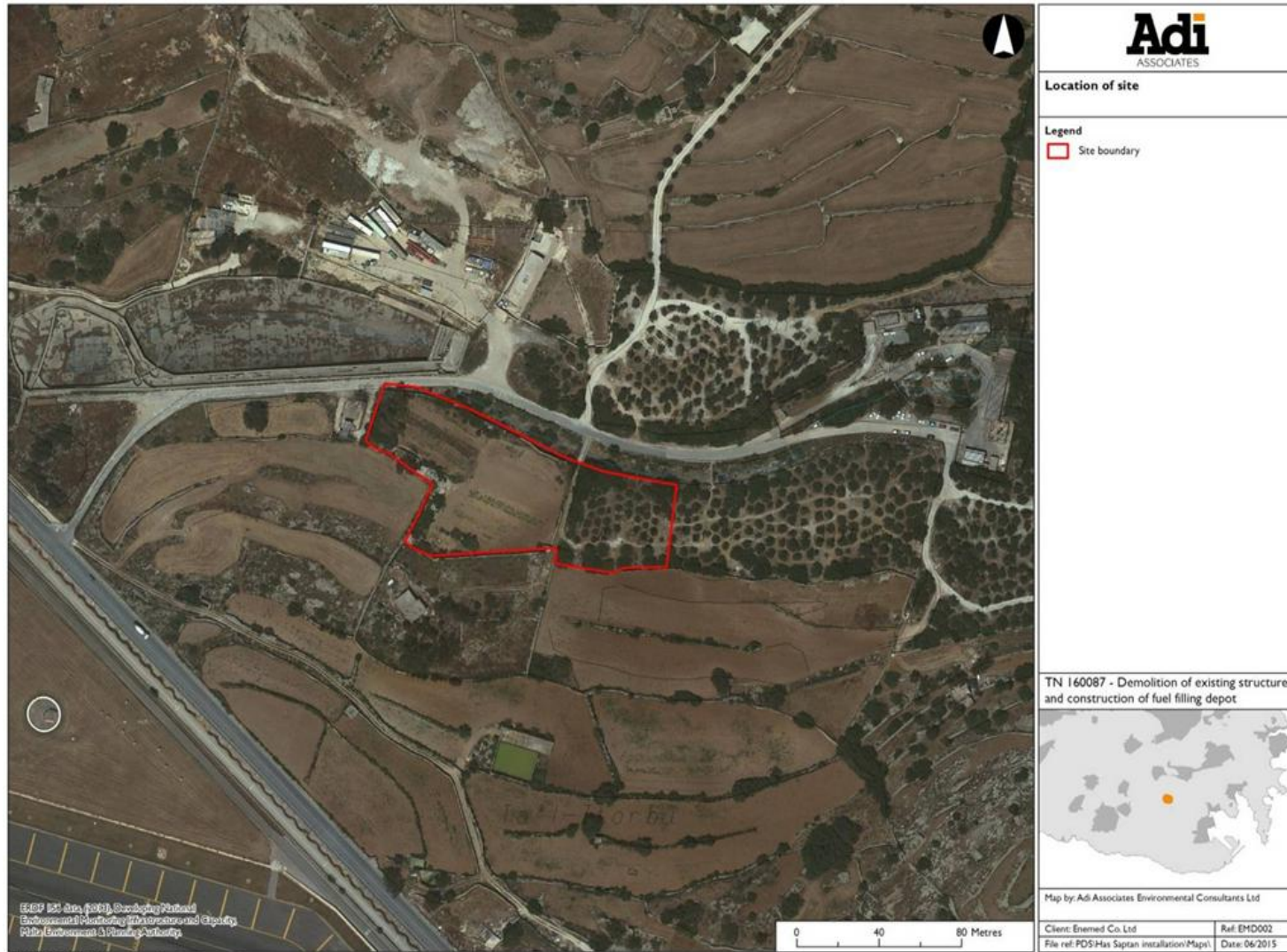
tbassir innifsu. Fejn qamu inċertezzi, u fejn baqgħu, jintqal b'mod ċar fid-DIA.

### DESKRIZZJONI TAL-ISKEMA

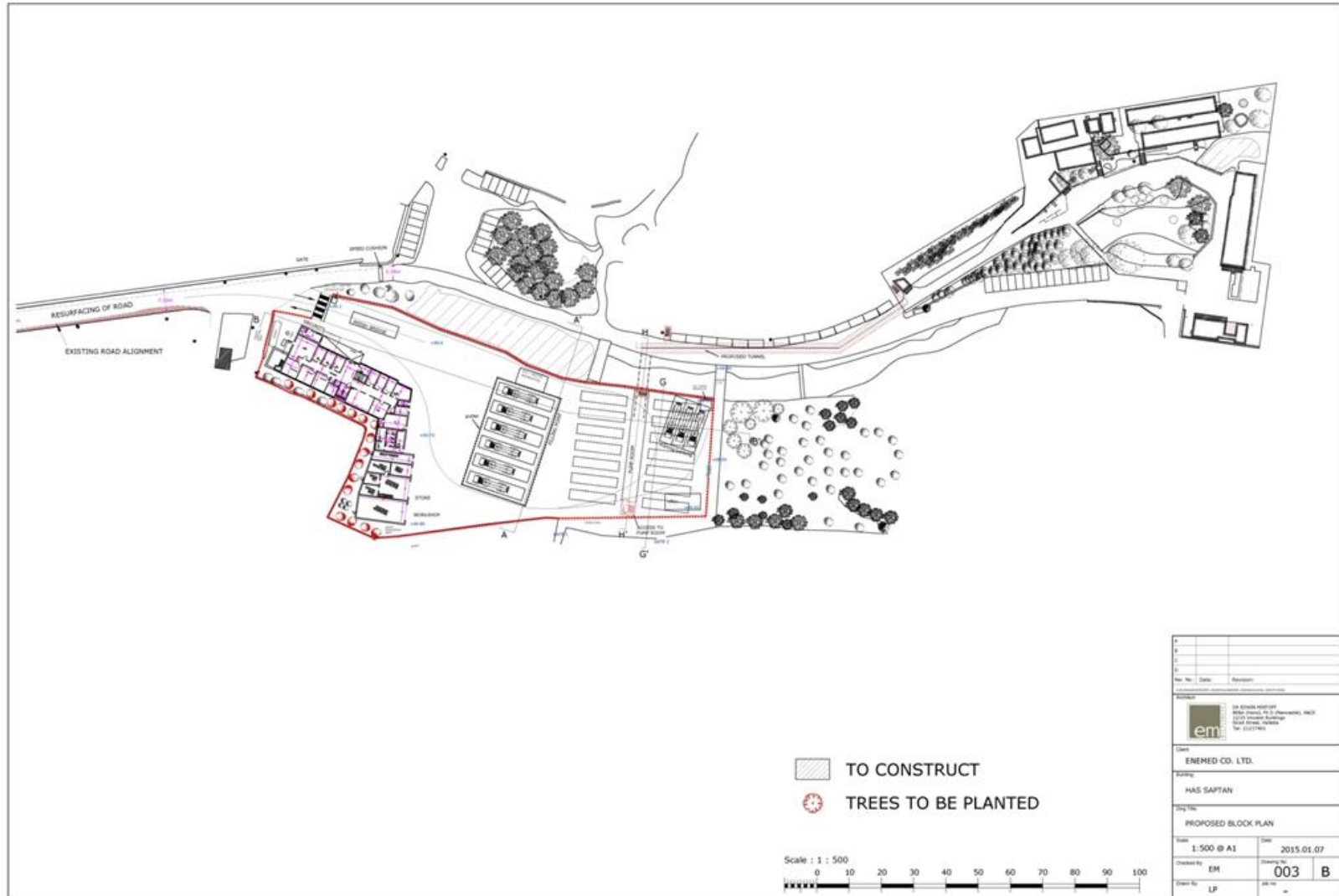
17. L-iSkema tipprovdi servizz ta' mili ta' bawżers li jfornu l-fjuwil lill-istazzjonijiet tal-fjuwil imxerrdin madwar Malta kollha.
18. Petrol, diesel, gasoil u fjuwils oħrajn jmtlew minn postijiet tat-tqassim (*filling points*) imqabbdin ma' 14-il tank ġdid ta' matul il-jum li jkunu maħdumin banda oħra u mqegħdin taħt l-art fis-sit. L-iStazzjon għall-mili tal-bawżers bil-fjuwil ikollu sitt postijiet għall-mili tal-bawżers b'kull post ikollu tliet manki għall-mili tal-fjuwil, b'kull waħda tforni fjuwil differenti. It-tqassim tal-iSkema huwa kif muri f' **Figura 2**.
19. It-tankijiet ta' matul il-jum jmtlew bil-fjuwil kuljum mill-iStallazzjoni għall-ħażna tal-fjuwil li tinsab taħt l-art f'Ħas-Saptan permezz ta' pajpijiet imqiegħda ġo mina ġdida. It-tankijiet ta' matul il-jum ikollhom qoxra doppja u jkunu mgħammra b'sistema li ma tħallix li t-tankijiet jmtlew iżżejjed, li tikkonsisti f'sensors ta' livell għoli li jwaqqfu l-mili tat-tankijiet b'mod awtomatiku meta t-tank ikun imtela. Sistema motorizzata b'valv doppju tkun installata biex tirregola kemm jidhol fjuwil fit-tankijiet u kemm joħroġ minnhom. It-tankijiet ikunu ukoll mgħammrin b'sistema ta' Klassi 1, fl-ispazju ta' bejn iż-żewġ qoxriet tagħhom, li tindika t-tnixxijiet, u jkunu mqegħdin taħt l-art fi lqugħ li ma joqtorx u

- midfunin fir-ramel.
20. Tagħmir ta' rkupru tal-fwar (TRF) jiġi installat u integrat mas-sistema tal-mili tal-bawżers, biex jirkupra l-fwar tal-petrol mill-bawżers u t-tankijiet ta' matul il-jum waqt it-trasferiment mit-tank għall-bawżers u waqt trasferiment minn tank għal tank. Jekk bawżer ma jkunx mqabba mat-TRF, ma jkunx jista' jimtela'. Dawk kollha li jhaddmu l-iStazzjon jkunu mħarga kif jużaw is-sistema għall-mili tal-bawżers mill-qiegħ.
  21. Biex jintlaħaq dan il-għan, il-flotta eżistenti ta' bawżers ser tinbidel u l-bawżers ġodda ikunu jimtlew mill-qiegħ. Dawn il-bawżers ikunu mgħammra b'mekkaniżmu li ma jhallix li l-bawżers jimtlew iżżejjed, li tiffi is-sistema tat-tqassim tal-fjuwil meta jintlaħaq valur partikolari.
  22. L-iSkema mistennija li tforni fjuwil lil madwar 40 vjaġġ ta' bawżers kuljum.
  23. L-Iskema ikollha ukoll blokk tal-amministrazzjoni tal-iStazzjon kif ukoll fwienet tax-xogħol għall-manutenzjoni tal-impjant, it-tagħmir, u bawżers; il-binijiet eżistenti fin-naħa tal-punent tas-sit jitwaqqgħu.
  24. Is-sit kollu ikun miksi b' qiegħa tal-konkrit, li minn taħt ikollha membrana impermeabbli li tisewwa waħedha. L-ilma tal-wiċċ mill-inħawi miftuħa tas-sit jitnaddaf billi jgħaddi minn separaturi taż-żejt mill-ilma.
  25. L-iSkema tkun ukoll mgħammra b'sistema li tiskopri u titfi in-nar. It-tankijiet ta' matul il-jum ikunu mqabba ma' mains ta' ilma għat-tifi tan-nar li jdawwru is-sit kollu (*firewater ring mains*) kif miftiehem mad-Dipartiment tal-Protezzjoni Ċivili. Gie mhejji rapport dwar sigurtà kontra nriren u ventilazzjoni għal dik il-parti tal-iSkema li għandha x'taqsam mat-tqassim tal-fjuwil, waqt li tfejja ukoll rapport dwar sigurtà kontra nriren għall-blokk tal-amministrazzjoni tal-iSkema.
  26. Total ta' 89 sigra jkunu jridu jitneħħew mill-parti tal-lvant tal-iSkema biex jinħoloq spazju fejn tinbena l-*loading bay* u biex tkun żgurata distanza biżżejjed f'każ li tintalaqat minn xi sajjetta. Sigar protetti jkunu trapjantati lejn il-konfini tan-naħa tal-lbiċ tas-sit tal-iSkema u fl-inħawi immedjati ta' madwar is-sit. Barra minn dan, huwa stmat li jinżergħu 280 sigra oħra f'dawn l-inħawi.
  27. Deskrizzjoni iżjed iddettaljata tal-iSkema, flimkien ma' pjanti u disinji, jinsabu f' **Kapitlu 3** tad-DIA.
- Aċċess u Pparkjar**
28. L-aċċess għas-sit ikun mit-triq ta' aċċess li hemm bħalissa, li titwessa' biex il-bawżers ikunu jistgħu jgħaddu minnha bla perikli.
  29. Post fejn jiparkjaw 50 karozza jiġi pprovdut għall-impjegati eżatt barra s-sit tal-iSkema.

**Figura 1: Post tal-iSkema**



**Figura 2: Taqsim tal-iSkema**





### **Kostruzzjoni tal-iSkema**

30. Il-kostruzzjoni tkun tinvolvi tindif tas-sit, twaqqigħ ta' l-istrutturi eżistenti, xogħol ta' tħaffir, u bini. Dawn il-fażijiet jitwettqu flimkien kull meta jkun possibbli. Huwa mistenni li l-kostruzzjoni titlesta fi żmien 12-15-il xahar minn meta tibda. L-iSkema mistennija li tkun bdiet titħaddem sa Ġunju 2017, biex tippermetti li tingħalaq l-istallazzjoni 31 ta' Marzu 1979 ta' Birżebbuġa f'dan il-perjodu.
31. Pjan iddettaljat għall-Immaniġġjar tal-Kostruzzjoni (PIK) jkun ipprovdut mill-kuntrattur li jingħata r-responsabbiltà tax-xogħlijiet. Dan jispjega fid-dettall it-taqsim tas-sit waqt il-fażi tal-kostruzzjoni u l-miżuri li jridu jittieħdu biex jittaffew l-impatti tal-kostruzzjoni, kif ukoll il-miżuri ta' sigurtà.

### **Waste Management**

32. L-iskart iġġenerat mit-tindif tas-sit jingarr 'il barra mis-sit lejn faċilitajiet liċenzjati minn ditti reġistrati għal għall-ġarr ta' skart. Il-ħamrija titqiegħed f'sit ieħor li jkun identifikat wara konsultazzjonijiet mal-awtoritajiet kompetenti.
33. L-ammont ta' blat li jkun hemm bżonn jithaffer aktarx ikun limitat minħabba l-ammont ta' materjal ta' mili li aktarx hemm fis-sit; il-blat ikun l-aktar Żonqor ta' Taħt u jista' jerġa' jintuża bħala żrar jew fil-konkrit.

### **TĦADDIM TAL-ISKEMA**

#### **Riżorsi u Materja Prima**

34. Il-materja prima ewlenija waqt l-operazzjoni huma l-fjuwils li jitferrgħu fil-bawżers. Ta' min jinnota li l-kwantità totali ta' fjuwil maħzun fis-sit tal-iSkema tkun dejjem taħt l-2,500 tunnellata.

#### **Immaniġjar tal-Iskart Operazzjonali**

35. L-iskart operazzjonali jitneħħa mis-sit minn operaturi liċenzjati biex iġorru dak it-tip ta' skart jew jingabar minn sensara tal-iskart awtorizzati. L-iskart jintbagħat f'faċilitajiet awtorizzati li jstgħu ivarjaw minn żmien għal ieħor billi l-kuntratti tal-iskart jingħataw bl-offerta; fejn hu possibbli, minnflok rimi, jintagħżel ir-riċiklaġġ.
36. Skart muniċipali mħallat u skart riċiklabbli tal-uffiċċju jingabar u jinħażen temporanjament fi skip fis-sit innifsu u meta din timtela jittieħed fil-landfill tal-Għallis għal materjal mhux perikoluż, fl-impjant ta' Sant'Antnin għat-Trattament tal-Iskart, jew xi faċilità oħra liċenzjata. Fejn ikun possibbli ssir separazzjoni tal-kwalitajiet differenti tal-iskart riċiklabbli tal-uffiċċju.
37. L-iskart mill-manutenzjoni tal-bawżers jinħażen fil-ħanut tax-xogħol sa ma jingabar. Żjut mis-separaturi u materjal maħmuġ mit-tindif tat-tankijiet jinħażen temporanjament fil-beraħ f'IBC magħluq u jingabar fi żmien jum wieħed wara x-xogħol ta' tindif; ta' min

igħid li l-inħawi kolla ta' barra l-bini huma kkonnettjati mas-separaturi taż-żejt mill-ilma. Il-glikol mill-manutenzjoni tat-TRF ikun iġġenerat kull erba' snin (2,000 L), u tipikament jitneħħa mis-sit immedjatament malli jitneħħa mit-TRF. Jekk ġbir immedjat ma jkunx possibbli, il-glikol jinżamm temporanjament fil-maħžen bl-użu ta' sistema ta' konteniment (p. eż. tilari li jilqgħu t-tixrid) qabel ma jingabar.

38. Kull skart perikoluż trasferit mis-sit ikun ikkumpanjat minn permess validu għall-kunsinna ta' skart perikoluż maħruġ mill-ERA. Kull kunsinna koperta mill-permess għall-kunsinna ikollha magħha wkoll nota ta' kunsinna.

### Emissjonijiet fl-arja

39. Fl-istazzjonijiet li jagħtu l-fjuwil fejn m'hemmx miżuri għat-tnaqqis tal-emissjonijiet, emissjonijiet ta' Komposti Organiċi Volatili (KOV) jinħolqu prinċipalment minn dawn l-attivitajiet marbuta mal-immaniġġjar tal-petrol:
- Emissjonijiet mit-tankijiet: spustament ta' fwar meta tintefa' fit-tankijiet ta' matul il-jum kunsinna ta' petrol; u
  - Emissjonijiet waqt li jimtlew il-bawżers: dan jiġri meta l-gažolin jiġi trasferit mit-tankijiet ta' matul

il-jum għal ġol-bawżer. Huma taħlita ta' fwar mill-kontenut tat-tankijiet ta' matul il-jum u l-fwar li jinħoloq fil-kontenituri tal-bawżers b'riżultat ta' ċaċċif u taqlib waqt il-mili.

40. Dawn l-emissjonijiet huma kkawżati mill-ħruġ ta' fwar mill-petrol. Diesel u fjuwils oħrajn immaniġġjati fl-iSkema għandhom pressjoni ta' fwar iżjed baxxa u temperatura ta' ħruq fl-arja (*flash point*) ogħla, u għalhekk ma joħolqux emissjonijiet importanti, ukoll mingħajr miżuri għat-tnaqqis tal-emissjonijiet.
41. Kif semmejna hawn fuq sistema ta' TRF tkun ikkonnettjata ma' kull tank tal-gažolin ta' matul il-jum u fil-faċilitajiet għall-mili tal-bawżers. Il-bawżers ġodda li sa jintużaw fl-iSkema jkunu jimtlew mill-qiegħ, hekk li ma jkunux jistgħu jthaddmu jekk ma jkunux imqabbdin mat-TRF. Dan jiżgura li l-emissjonijiet jittaffew waqt il-mili.

### Emissjonijiet fl-ilma u ilma maħmuġ

42. Bħalma għedna, is-sit tal-iSkema kollu kemm hu sa jkun miksi bil-konkrit u miksi minn taħt b'membrana impermeabbli u li tisewwa waħedha.
43. Ilma nadif tax-xita mis-saqaf tal-bini amministrattiv propost u mit-tinda jingabar f'ġibjun taħt l-art li jkun jesa' 200 m<sup>3</sup>; dan l-ilma jerġa' jintuża fis-sit.
44. L-art fl-inħawi miftuħa tas-sit titqiegħed b'mod li

jxaqleb lejn wieħed mis-separaturi taż-żejt mill-ilma, bl-ilma trattat jiferra' fil-wied ta' Ffas-Saptan. Materjal maħmuġ mis-separaturi jitneħħa kull meta jkun meħtieġ.

45. Il-fjuwils jinħażnu f'tankijiet b'qoxra doppja, ġo lqugħ li ma joqtorx u li jesa' mill-inqas 110% ta' kemmm jesa' t-tank.
46. Il-mina tal-pajpijiet tkun imqabbda ma' kontenitur (*sump*) impermeabbli kapaċi jilqa' u jżomm kull ħruġ ta' fjuwil.
47. Skart sanitarju mit-toilets u x-showers jingabar ġo fossa impermeabbli ventilata, li titbattal bil-bawżer bejn wieħed u ieħor darba fix-xahar, u l-materjal maħmuġ jintefa' f'post awtorizzat għal dan mill-WSC.
48. Il-ħażna ta' skart perikoluż issir fi nħawi magħżulin u maqtuġħin għalihom biex żgur ma jkunx hemmm tniġġis ta' ilma tal-wiċċ f'każ ta' tixrid.

#### **IMPATTI AMBJENTALI IMPORTANTI U MITIGAZZJONI**

49. L-impatti mbassrin tal-Iskema kienu studjati qasam qasam, skond it-TtR. Attenzjoni partikolari ngħatat lill-impatti prinċipali mbassrin u kif dawn setgħu jkunu mitigati.
50. Impatti potenzjalment kbar li kienu identifikati waqt l-

istudju huma marbutin mat-telfa ta' art agrikola u siġar protetti, telf ta' riżorsi minerali u impatti fuq il-pajsaġġ, kif deskritt hawn taħt.

#### **Ġeo-ambjent**

51. L-impatt imbassar tal-iSkema fuq il-ġeoloġija sottostanti u ġeomorfoloġija tal-Area ta' Influenza hija meqjusa ta' importanza kbira billi tinvolvi l-estrazzjoni ta' riżorsi minerali, fejn l-ammont ta' blat li jrid jithaffer ilaħħaq madwar 7,000 m<sup>3</sup>.
52. F'termini tal-kwalità tal-ilma tal-pjan u l-ilma tal-wiċċ li jgħaddi mill-blat u jasal sal-ilma tal-pjan, l-impatt imbassar tal-iSkema huwa kkunsidrat ta' importanza żgħira, sakemm jittieħdu l-miżuri mitigatorji xierqa.
53. L-impatt imbassar tal-iSkema fejn tidhol il-kwalità tal-ħamla tal-wiċċ huwa kkunsidrat żgħir, hawn ukoll sakemm jittieħdu l-miżuri mitigatorji xierqa.

#### **Agrikoltura**

54. B'riżultat tal-iSkema tintilef art agrikola u dan iġib impatt negattiv kbir ukoll jekk is-sit bħalissa mhuwiex ikkultivat. L-art agrikola li titneħħa kienet deskritta bħala razzett ta' passatemp ta' valur agrikolu moderat. Xogħol ta' toroq mistenni jkun wieħed żgħir u t-twessigħ minimu. Il-ħamrija li titneħħa terġa' tintuża banda oħra.

55. L-iSkema gġib magħha wkoll it-telfa ta'għadd ta' siġar protetti jġifieri siġar taż-żebbuġ (*Olea europaea*) u ħarrub (*Ceratonia siliqua*) li jagħmlu sehem minn masġar miżrugħ li sadattant żviluppa f'makkja għolja. Iż-żewġ speċi huma t-tnejn protetti u biex jinqalgħu ikun meħtieġ permess mill-ERA. It-telfa ta' dawn is-siġar mis-Sit hija meqjusa ta' importanza kbira meta hemm ħafna minnhom fis-Sit.
56. Impatti mit-trabijiet fuq art agrikola madwar is-Sit tal-iSkema waqt il-kostruzzjoni mistennija jkunu ta' importanza żgħira minħabba n-natura temporanja tal-impatt.
57. Jekk ma jkunx hemm miżuri ta' mitigazzjoni, tixrid aċċidentali ta' żjut jew fjuwils mill-iSkema jista' jhalli impatt fuq l-art agrikola ta' madwarha. Tixrid potenzjali jgħib miegħu tniġġis tal-ħamrija li jista' jaffettwa t-tossiċità tal-ħamrija. Madankollu, kif deskritt f'**Kapitlu 11** tad-DIA, ir-riskji minn tixrid u inċidenti huwa kklassifikat bħala baxx jew baxx ħafna minħabba l-miżuri mitigatorji li hemm fl-iSkema. Għalhekk, l-impatt fuq l-art agrikola tal-madwar huwa ta' importanza żgħira.

### Ekoloġija

58. L-iżvilupp tal-iSkema jgħib miegħu it-telf dirett ta' habitat ta' madwar 10% tal-masġar taż-żebbuġ u ħarrub. Il-parti li tintilef tinsab f'tarf il-*habitat* u ma

tirriżultax fil-frammentazzjoni tiegħu. Meta jitqies dan, mhux mistenni li l-ammont mitluf iħalli effett kbir fuq l-integrità komplessiva tal-*habitat*, l-impatt, għalhekk, huwa kkunsidrat li jkun ta' importanza żgħira.

59. Il-proċess tat-tħaffir aktarx jirriżulta fi tkaxkir ta' trab. Meta titqies in-natura temporanja tal-impatt, dan huwa kkunsidrat ta' importanza żgħira. Waqt il-kostruzzjoni, minbarra t-telf dirett tal-*habitat* taż-żebbuġ u ħarrub, hemm ukoll ir-riskju ta' rfiis u ħsara diretta fl-inħawi ta' maġenb is-Sit tal-Applikazzjoni iżda 'l barra minnu fil-medda fejn hemm iż-żebbuġ u l-ħarrub. Huwa kkunsidrat li jkun hemm, inevitabbilment, ammont ta' ħsara fl-*habitat* maġenb is-sit.
60. F'dik li hi l-operazzjoni, l-għajn ewlenija tal-ħsejjes tiġi mill-ħruġ u d-dħul tal-bawżers minn jew lejn is-sit. Il-ħoss mit-tħaddim tal-pompi aktarx ma jkunx importanti għaliex il-pompi l-godda jitqiegħu f'kamra tal-pompi li tkun taħt il-livell tal-art. Meta jitqies il-volum żgħir ta' traffiku li toħloq l-iSkema kif ukoll li l-ajruport u t-triq huma qrib ħafna, mhux probabbli li jkun hemm impatt kbir mit-tħaddim tal-iSkema.

### Wirt Kulturali

61. Il-kostruzzjoni tal-iSkema tirriżulta fit-tneħħija tal-ħamrija tal-wiċċ u xi tħaffir. Għalkemm ma hemm ebda karatteristiċi viżibbli ta' importanza arkeoloġika

fi-sit tal-iSkema, ma nistgħux neskludu li, meta wieħed iqis li l-inħawi huma arkeoloġikament sensitivi, jistgħu jinstabu fdalijiet ta' wirt kulturali waqt it-tneħħija tal-ħamrija tal-wiċċ u x-xogħol ta' tħaffir. L-impatt f'dan l-istudju huwa inċert, għax is-sejbiet, jekk ikun hemm, jidhru biss meta jibda x-xogħol fuq is-sit.

62. It-tneħħija tal-ħitan tas-sejjeħ li jdawru s-sit tal-iSkema mhix mistennija ġgħib magħha impatt kbir negattiv minħabba l-kundizzjoni ta' dawn il-ħitan, li juru li kien hemm interventi frekwenti fuqhom bl-introduzzjoni ta' ġebel ta' daqs akbar.

### **Pajsaġġ u Sbuħija tad-Dehra**

63. Kienu identifikati impatti kbar minħabba l-valur pajsaġġistiku tas-sit u l-introduzzjoni tal-faċilità proposta f'pajsaġġ li mill-bqija huwa fil-biċċa l-kbira tiegħu rurali. Minbarra l-bini tal-iSkema, l-istudju tal-pajsaġġ qies ukoll l-ammont ta' vetturi kbar sejrin lejn il-faċilità jew ħerġin minnha kuljum (tħaddim tal-iSkema), li wkoll iħallu effett kbir fuq il-pajsaġġ tal-inħawi.
64. Kienu identifikati żewġ postijiet biss minn fejn il-veduta tista' tintlaqat mill-iSkema. L-impatt fuq is-sbuħija tad-dehra huwa wieħed minn żgħir sa moderat/kbir meta tħares mill-qrib.

### **Kwalità tal-Arja**

65. Ir-riżultati tal-istudju dwar il-kwalità tal-arja juru li l-impatt mill-iSkema fuq il-konċentrazzjoni annwali ta' benzina fl-arja tal-inħawi hija negliġibbli f'dak kollu li jintlaqat minnha sa radius ta' 3 km mis-sit.
66. L-istudju tar-riħa wera li l-kombinazzjoni ta' espożizzjoni żgħira għar-riħa flimkien ma' sensitività għolja ta' dak li tolqot tirriżulta f'impatt żgħir negattiv fejn jidhru effetti ta' rwejjaħ mill-iSkema.

### **Mitigazzjoni**

67. Fejn meħtieġ, miżuri ta' mitigazzjoni ġew irrakkomandati u dawn huma deskritti fl-aħħar tal-**Kapitli 5 sa 10**. F'ħafna każi dawn il-miżuri kienu ġa fid-disinn tal-iSkema. Ikun xieraq, u huwa rrakkomandat, li jittieħdu inkonsiderazzjoni dawn il-miżuri mitigatorji fil-kundizzjonijiet ta' kull permess ta' żvilupp li jista' jinħareġ. Il-miżuri ta' mitigazzjoni jinkludu: tqegħid tat-tankijiet ta' matul il-jum (li jesgħu ħażna ta' 1,400 m<sup>3</sup>) taħt l-art, tankijiet b'qoxra doppja mibnija skond in-normi EN 12285, ilqugħ impermeabbli, mekkaniżmi li ma jħallux mili żejjed, sistemi ta' valvijiet doppji motorizzati, ġnub tat-trinek u qiegħ miksiġin b'membrana li tirreżiżti l-fjuwil, preżenza ta' separatur taż-żejt mill-ilma b'monitoraġġ kontinwu tal-idrokarbon, u qiegħa tal-konkrit b'membrana impermeabbli taħtha.

68. Biex jonqos ir-riskju ta' inċidenti, inklużi tixrid u splużjonijiet, hemm proposti għadd ta' miżuri proċedurali (ara wkoll **Kapitlu 11**) li jinkludu: sistema bejn il-qoxra doppja li tiskopri xi nixxija, tankijiet ta' matul il-jum ma jimtlewx għal kollox, *wet stock management* (monitoraġġ tal-gažolin irkuprat), sistema li tiskopri fwar fil-mina, ikun hemm pjan lest biex ikun evitat jew ikkontrollat tixrid flimkien ma tagħmir kontra t-tixrid u staff imħarreġ, sinjali informattivi fuq kif jittferra' l-fjuwil, proċeduri ta' manutenzjoni, sistemi li jissenjalaw is-sħana u l-ħruq kif ukoll immanniġġjar tat-traffiku.

### STUDJU TAR-RISKJU AMBJENTALI

69. Sar studju tar-riskju ambjentali (**Kapitlu 11** tad-DIA) fit-tħaddim tal-iskema. L-istudju tar-riskju:
- Jiddeskrivi u jqis ir-riskji lill-ambjent assoċjati mal-iSkema, inklużi riskji kkawżati min-natura tal-materjali li sa jinħażnu fis-sit, riskji assoċjati mat-tagħmir li hemm propost li jintuża (p.eż. tankijiet, distributuri, eċċ.), u riskji marbuta mal-attivitajiet li sa jkun hemm fis-sit; u
  - Jiddeskrivi l-miżuri li sa jittieħdu biex jitnaqqsu riskji bħal dawn u jqis il-livelli tar-riskju li jkun għad fadal.
70. L-iSkema tinkludi miżuri biex tnaqqas kemm jista'

jkun il-possibbiltà ta' inċident u l-konsegwenzi tiegħu, bħalma huma tankijiet u pajpijiet b'qoxra doppja, sistemi li jiskopru li hemm nixxija, paviment impermeabbli, separaturi taż-żejt u rkupru tal-fwar tal-petrol. Bħala riżultat, ir-riskji ambjentali jitniżżlu minn għolja u estremi sa baxxi u baxxi ħafna.