

# Environmental Impact Assessment

## Screening

(According to Schedule IB of S.L. 549.46, as amended)

<b>PA file no.:</b>	PA 03862/16
<b>Other reference:</b>	EA 00017/17
<b>Project Title:</b>	Refurbishment and repairing of quayside structures, including slipways, installation of additional moorings, and dredging operations to facilitate such increased mooring.
<b>Location:</b>	Mġarr Harbour, Mġarr Marina, Triq Martino Garces, Għajnsielem, Gozo
<b>Screening date:</b>	May 2017

## 1. Description of Proposal

### 1.1 Outline of project/development

PA 03862/16 is an application for the refurbishment and repairing of the quayside structures at the Mġarr Harbour in Għajnsielem, Gozo, including the installation of additional pontoons. The four pontoons in service are currently in a degraded state and will be replaced in addition to the construction of two pontoons. This will increase the maximum number of berths from 197 to 254, an increase of 57 berths. Additional facilities on land will also be developed, including provision of services (water, electricity, and communications) for pontoons, walkways, including the upgrade, refurbishment and repairing of quayside structures, including slipways and quays.

### 1.2 Site description and related considerations

Mġarr Harbour is protected by a breakwater extending towards the North East and another one extending South South West from the shore to form an East facing entrance. There is a commercial quay and ferry terminal with two Ro Ro berths in the South West part of the harbour. This quay is used predominantly for the berthing of inter-island ferries. Pontoons extend from the shore around the remaining part of the harbour, with berths for fishing and locally-owned boats on the West side (the area covered by this proposal) and leisure craft to the North.

Developments in the surrounding vicinity are mainly residential and agricultural. The North and West of the site is mostly characterised by the Għajnsielem Development Zone, which is also an Urban Conservation Area (UCA). There is also a valley containing a mosaic of arable land, agricultural features, and garrigue landscape to the North and East of the development site.

Furthermore, the site lies within the: (i) Marine Protected Area of Għawdex (MT 0000112); (ii) adjacent to a Grade 1 Industrial Warehouse (G.N. 008 of 1997); (iii) c. 200 metres from Fort Chambray, a Grade 1 Military Pomerium (G.N. 840 of 2005), and (iv) c. 1000 metres from the Special Protected Area of International Importance of Zona fil-Baħar fil-Grigal ta' Malta (MT 0000105).

Figures 1 - 3 below indicate the location and plans of the proposed development.



Figure 1: Location of the site earmarked for the proposed quay (Source: PA Geoserver)



Figure 2: Close-up of the site and its immediate surroundings (Source: PA Geoserver)

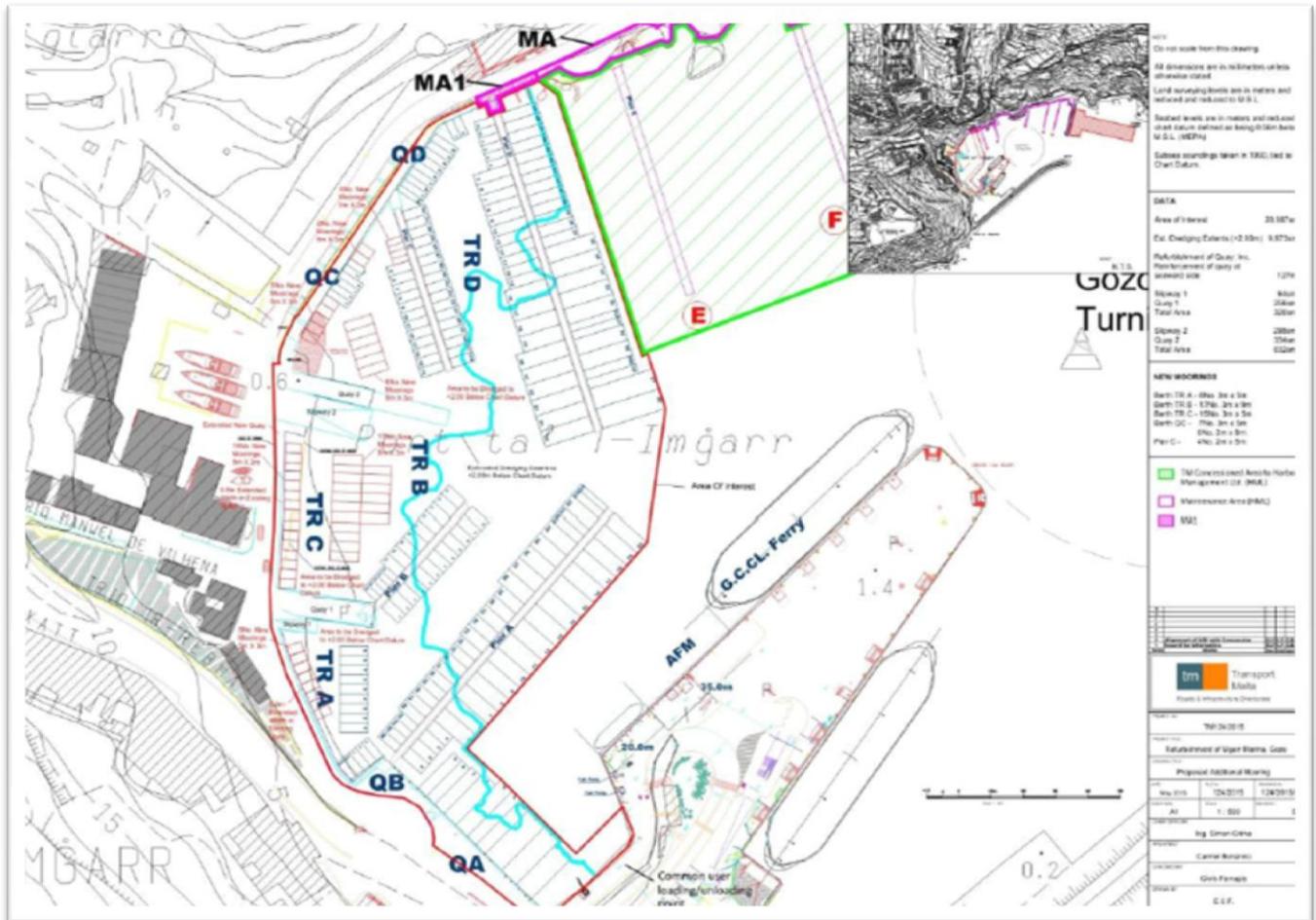


Figure 3: Proposed Plans (Source: PDS)

## 2. EIA-relevant history

### 2.1 Relevant EIA/screening criteria (citations refer to S.L. 549.46, as amended, except where otherwise specified):

At EPD screening stage (PA 03682/16/Doc. 16), the proposed development was deemed to qualify for an EPS as per Schedule IA, Category II Section 2.3.2.1 of the EIA Regulations, 2007 (S.L. 549.46):

*Construction or extension of a port installation, dry dock, bilge water recycling station (ship tank cleaning), permanent moorings for ships over 25,000 tons, harbours including fishing harbour or yacht marina (with a capacity of less than 200 boats) not being development falling within 2.3.1.1 and 2.3.1.2.*

Thus the submission of a Project Description Statement (PDS) was required.

### 2.2 Version of documents used for screening:

1. Plans and Drawings (PA/03862/16/Doc. 51a)
2. Benthic Survey dated 16<sup>th</sup> August 2017 (PA/03862/16/Doc. 58b)
3. Leachability Analysis dated 20<sup>th</sup> September 2017 (PA/03862/16/Doc. 58a)
4. PDS dated 28<sup>th</sup> August 2017 (PA/03862/16/Doc. 61b/c)

### 3. Screening Matrix

	Issues to be considered	Relevant constraints, environmental considerations & potential impacts	Is any significant effect envisaged?	Document reference
1	Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, landuse, changes in water bodies, etc)?	<p>Yes.</p> <p>The proposal seeks to reorganise and upgrade the already existing fishing port. Works will be limited to the current site area as shown in Figure 1 above.</p> <p>To enable such upgrades, dredging must be undertaken to lower the seabed levels by at least 1.2m at the innermost quay edge, resulting in about 17,800m<sup>3</sup> of dredged material. The potential impacts arising as a result of the change in the configuration of the seabed could impact the benthic environment as well as the hydrodynamics of the area, including circulation and currents.</p>	<p>Yes <input type="checkbox"/>    <b>No <input checked="" type="checkbox"/></b>    Unclear <input type="checkbox"/></p> <p>No.</p> <p>While it is expected that dredging activities will disturb both the benthic environment and the hydrodynamics of the area, significant impacts are unlikely.</p> <p>This is due to the site's context (located in a port), and the size and scale of the proposal.</p> <p>Furthermore, a number of mitigation measures can be undertaken, namely by ensuring:</p> <ul style="list-style-type: none"> <li>• that dredging works are restricted to the footprint required for efficient functioning of the fishing port; and</li> <li>• the adoption of best practice environmental measures throughout dredging, including monitoring of works, ensuring the disposal of dredged material at the designated offshore site, use of an environmental dredge, and deployment of silt curtains to confine these areas.</li> </ul>	PDS Pg. 21 & Benthic Survey
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?	<p>Yes.</p> <p>The proposal includes the use of 2,400m<sup>3</sup> of concrete and 660m<sup>3</sup> of sheet piling during construction and of water and electricity during operations.</p>	<p>Yes <input type="checkbox"/>    <b>No <input checked="" type="checkbox"/></b>    Unclear <input type="checkbox"/></p> <p>No.</p> <p>The use of such resources for this individual project per se is not likely to have a significant impact, particularly since the amounts expected to be used are minimal.</p> <p>The energy and water requirements of the project are expected to be minimal, thus no significant impact is envisaged.</p> <p>Furthermore, no significant effect is likely to result from the project, since the landward side of the project is already committed to marina-related development, and the proposed project is contiguous to the existing activity. In addition, the nature and scale of the proposed project are not considered to be significant in relation to the adjacent marina activity surrounding the selected project site.</p>	PDS Pg. 42

	Issues to be considered	Relevant constraints, environmental considerations & potential impacts	Is any significant effect envisaged?	Document reference
3	<p>Will the Project involve use, storage, transport, handling or production of substances or materials or energy, especially any resources which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?</p>	<p>Yes.</p> <p>Dust emissions may occur during the excavation and construction phases, which may have a temporary impact on the nearby residential dwellings and commercial areas, together with other emissions that would be generated by machinery during construction.</p> <p>The project requires dredging of sediments, and will result in about 17,800m<sup>3</sup> of dredged material, with c. 820m<sup>3</sup> of this expected to be contaminated, according to the Leachability Analysis.</p> <p>During operation, the number of berths will increase from 197 to 254 (total of 57), thus increasing the marine activity in the area, and potentially affecting water quality negatively.</p> <p>The project may also require the provision of refuelling and cleaning facilities which subsequently increases the risks of coastal water contamination of an enclosed harbour that has a restricted water circulation.</p>	<p>Yes <input type="checkbox"/>    <b>No <input checked="" type="checkbox"/></b>    Unclear <input type="checkbox"/></p> <hr/> <p>No. Potential dust impacts from excavation and construction works are short-term and temporary.</p> <p>As long as both hazardous and non-hazardous waste generated by dredging activities follow the required legislation, impact is not considered to be significant. Furthermore, impacts from operational traffic are unlikely to be significant considering the scale of the proposal.</p> <p>A number of mitigations measures were also highlighted in the PDS including:</p> <ul style="list-style-type: none"> <li>• Contaminated sediment identified in the surveys will be properly marked out and dredged separately in the safest way possible without unnecessarily disturbing the sediment during lifting, proper storage for dewatering, and containment for disposal to landfill;</li> <li>• Use of an environmental dredge for the removal of contaminated sediment and deployment of silt curtains to confine these areas;</li> <li>• Ensuring the adoption of best practice environmental measures throughout dredging and including monitoring of works and ensuring the disposal of dredged material at the designated offshore site; and</li> <li>• Compliance with all relevant waste management regulations, including for dredged material, hazardous wastes, and the adoption of best practice in relation to waste management.</li> </ul> <p>Also, while the number of berths will increase, it does not represent a substantial change in activity in the area. No significant effect is likely to result from the operations of the project, considering the nature of the proposed installation as already characteristic of the area. Despite this however, it is to be ensured that environmental contamination through refuelling and antifouling processes are contained. An operational permit can ensure the adequate operation and disposal of cleaning and refuelling operations, thus containing all potential contaminants.</p>	<p>PDS Pgs. 1, 43</p>

	Issues to be considered	Relevant constraints, environmental considerations & potential impacts	Is any significant effect envisaged?	Document reference
4	Will the Project produce solid wastes during construction, operation or decommissioning ?	<p>Yes.</p> <p>Dredging activities will result in about 17,800m<sup>3</sup> of dredged material, with c. 820m<sup>3</sup> of this expected to be contaminated, according to the Leachability Analysis.</p> <p>Construction will result in excavation material from the quay upgrade works. This will mainly consist of broken concrete, man-made fill, stones and limestone blocks. Approximately 800 m<sup>3</sup> of this waste material is expected to be generated. Other wastes to be generated include general construction waste related to the concreting works, including wood / wood off-cuts used for shuttering, concrete wash water, oily rags from machinery maintenance, off-cuts of plastic piping, conduits, and electric wires, packaging waste (plastic and cartons), and spent electric and electronic waste.</p> <p>The operational phase will also generate different waste types, which would be similar to those produced at marinas. This will likely include domestic waste, batteries, and waste oil and oily rags. Maintenance on boats (e.g. sanding and painting of hulls, etc) will not be allowed at the fishing port. There will also be a minor increase in operational traffic which may have an impact on air emissions.</p>	<p>Yes <input type="checkbox"/>    <b>No <input checked="" type="checkbox"/></b>    Unclear <input type="checkbox"/></p> <p>As long as both hazardous and non-hazardous waste generated during both the construction and the operational phase, follow the required legislation, impact is not considered to be significant. Furthermore, impacts from operational traffic are unlikely to be significant considering the scale of the proposal.</p> <p>Reply to Question 3 refers.</p>	PDS Pgs. 43-48, Leachability Analysis
5	Will the project release pollutants or any hazardous, toxic or noxious substances to air?	<p>Yes.</p> <p>Dust emissions may occur during demolition of existing structures, excavation and construction phases and emissions from construction machinery may have a</p>	<p>Yes <input type="checkbox"/>    <b>No <input checked="" type="checkbox"/></b>    Unclear <input type="checkbox"/></p> <p>Impacts associated with dust generation during the construction phase are not considered to be of major significance, given the amounts of excavations required for the proposal, and as long as</p>	PDS Pgs. 43

	Issues to be considered	Relevant constraints, environmental considerations & potential impacts	Is any significant effect envisaged?	Document reference
		<p>temporary impact on the nearby residential dwellings and commercial areas, together with other emissions that would be generated by machinery during construction.</p> <p>The project will contribute to an increase in air pollutants released by the potential increased transport activity in the area.</p>	<p>the construction phase of the project respects the requirements of the Environmental Management Construction Site Regulations, 2007.</p> <p>Impacts from operational traffic are unlikely to be significant considering the scale of the proposal in relation to the existing related activity on site, and the traffic patterns of the wider landward area.</p>	
6	Will the Project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	<p>Yes.</p> <p>The proposal will generate noise, vibrations, and light emissions during construction.</p> <p>No increase in impacts is expected during operation.</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/></p> <hr/> <p>No significant effects are being envisaged considering the nature of the land-based and sea-based uses within the area, namely the main port activity in Gozo.</p>	PDS Pgs. 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, into the coastal waters in and around the Mgarr harbour, which is also part of the Marine Protected Area of Għawdex (MT 0000112) and the nearby (c. 1km) Special Protected Area of Zona fil-Bahar fil-Grigal ta' Malta (MT0000105).</p> <p>The disturbance of the contaminated seabed material during dredging, as well as landside activities related to construction and excavation, have the potential to negatively impact water quality and the surrounding ecology. Operational contamination may also occur due to the increased number of vessels (57) using the harbour.</p> <p>Specifically, both construction and operational impacts, may impact the protected habitats of <i>Posidonia oceanica</i> meadows and potentially also the protected species <i>Gibbula nivosus</i>, which has been found in the adjacent Xatt l-Ahmar and Hondoq ir-Rummien. Both of these are protected by virtue of their inclusion within the nearby (c. 1km) Special Protected Area of Zona fil-Bahar fil-Grigal ta' Malta (MT0000105).</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unclear <input type="checkbox"/></p> <hr/> <p>No.</p> <p>Construction phase impacts are unlikely to be significant given the nature and scale of the proposal. The implementation of appropriate design and operational measures should suffice for ensuring that there is no contamination of coastal waters within a port area.</p> <p>The PDS also outlines a number of mitigation measures designed to minimise the impact on the marine environment from the disturbance of contaminated seabed material. For example, through the use of an environmental dredge, the most environmentally friendly dredge available, and silt curtains. It should be noted that any silt curtains used must be purposely manufactured for the containment of contaminated material.</p> <p>Furthermore, any hazardous waste materials will be segregated and managed in line with hazardous waste regulations and appropriate consignment permits and will be handled by licensed waste carriers. It will then be disposed of within a landfill.</p> <p>With regards to operations, any impacts are unlikely to be significant. The area is already characterised by port related activities, where Mgarr serves as Gozo's main harbour. As a result, studies have</p>	PDS Pgs. 46-47, Leachability Analysis

	Issues to be considered	Relevant constraints, environmental considerations & potential impacts	Is any significant effect envisaged?	Document reference
			<p>shown that the area is already characterised by contaminated seabed material. The proposed increase in the number of berths c. 57 berths is not expected to have a significant impact on the quality of coastal water during operation. Furthermore, operations on site are subject to an operational permit which should minimise any potential impacts.</p> <p>The PDS also outlines a number of mitigation measures designed to minimise any impacts through the use of waste management facilities and prohibition of boat maintenance on land.</p>	
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, other than 'normal' occupational risks typically associated with proposed development.	<p>Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/></p> <hr/> <p>No significant impacts are envisaged during both construction and operation.</p>	/
9	Will the Project result in social changes for example, in demography, traditional lifestyles, employment?	<p>No. The project is not likely to result in significant changes relative to the current baseline, and is therefore not expected to have any such social implications. The larger area is already characterised by port related activities.</p> <p>Furthermore, the project will employ an equivalent of 2 full-time workers and 33 part-time workers during construction.</p>	<p>Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/></p> <hr/> <p>No significant changes are expected.</p>	PDS Pgs. 45
10	Are there any such factors which should be considered such as the consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	The site and its surroundings are designated as a Tourism Area by the Gozo and Comino Local Plan.	<p>Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/></p> <hr/> <p>No.</p> <p>The proposed increase in the number of berths, c. 57 berths, is not expected to have a significant impact on the surroundings or lead to any cumulative impacts, as the area is already characterised by port and tourism related activities, where Mgarr serves as Gozo's main harbour.</p>	/

	<b>Issues to be considered</b>	<b>Relevant constraints, environmental considerations &amp; potential impacts</b>	<b>Is any significant effect envisaged?</b>	<b>Document reference</b>
11	Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?	Yes.  The site lies within the: (i) Marine Protected Area of Għawdex (MT 0000112); (ii) adjacent to a Grade 1 Industrial Warehouse (G.N. 008 of 1997); and (iii) c. 200 metres from Fort Chambray, a Grade 1 Military Pomerium (G.N. 840 of 2005).	Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/> <hr/> No.  No significant impacts are envisaged since the area is already characterised by port related activities including an existing marina, thus the said uses already characterise the the area. The proposed project is not likely to have a significant effect on the protected cultural heritage elements in the area. With respect to the Marine Protected Area, the addition of 57 berths within the confines of the already-existing harbour is not expected to have a significant effect .	/
12	Are there any areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other water bodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?	Reply to Question 7 refers.	Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/> <hr/> Reply to Question 7 refers.	PDS Pgs. 46-47
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 7 refers.	Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/> <hr/> Reply to Question 7 refers.	PDS Pgs. 46-47
14	Are there any inland, coastal, marine or underground waters on or around the	Reply to Question 7 refers.	Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/> <hr/> Reply to Question 7 refers.	PDS Pgs. 46-47

	Issues to be considered	Relevant constraints, environmental considerations & potential impacts	Is any significant effect envisaged?	Document reference
	location which could be affected by the project?			
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?	<p>Yes.</p> <p>The selected site is located within the Mgarr Harbour which, along with its surroundings including Iż-Żewwieqa, is designated as an area of high landscape sensitivity by the Gozo and Comino Local Plan.</p> <p>Furthermore, the site lies (i) adjacent to a Grade 1 Industrial Warehouse (G.N. 008 of 1997); and (ii) c. 200 metres from Fort Chambray, a Grade 1 Military Pomerium (G.N. 840 of 2005). Both these structures, as well as the cliff/boulder scree overlooking the site and the natural coast beyond the nearby breakwater arm are of significant scenic value to the area.</p>	<p>Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/></p> <hr/> <p>No significant impacts are envisaged since the area is already characterised by port related activities within an existing marina, thus the said uses already characterise the visual setting of the area.</p> <p>The proposed project is not expected to have a significant effect on the landscape and on the relevant natural and cultural heritage elements.</p>	/
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?	<p>Yes. The site forms part of the Mgarr harbour that includes the ferry connecting Malta with Gozo. The site is also surrounded by recreational areas, such as the adjacent commercial areas, valley, and coastal walkways, as well as the Ghajnsielem development zone.</p> <p>Given the number of proposed berths, a slight increase in operational traffic is expected as a result of the proposal.</p>	<p>Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/></p> <hr/> <p>No significant impacts are expected to result as a direct by product of the proposed project <i>per se</i> since Mgarr Harbour already accommodates berths. It is essential that the coast remains accessible to the public at all times.</p> <p>During construction, any potential impacts are likely to be short term, temporary and localised given the scale, duration and nature of the proposal. Furthermore, impacts from operational traffic are unlikely to be significant considering the scale of the proposal.</p>	PDS Pg. 46
17	Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental	<p>Yes. The site forms part of the Mgarr harbour, and is directly adjacent to the landing points for the ferry connecting Malta with Gozo. The surrounding road network is susceptible to congestion during peak periods.</p>	<p>Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/></p> <hr/> <p>During construction, any potential impacts are likely to be short term, temporary and localised given the scale, duration and nature of the proposal. Furthermore, impacts from operational traffic are unlikely to be significant considering the</p>	PDS Pg. 46

	<b>Issues to be considered</b>	<b>Relevant constraints, environmental considerations &amp; potential impacts</b>	<b>Is any significant effect envisaged?</b>	<b>Document reference</b>
	problems, which could be affected by the project?	An increase in operational traffic is expected as a result of the proposal.	scale of the proposal.	
18	Is the project in a location where it is likely to be highly visible to many people?	Yes.  The site forms part of the Mgarr harbour, and is surrounded by recreational areas, the Ghajnsielem development zone, as well as the ferry connecting Malta and Gozo. Therefore, the proposal is likely to be visible to most of the locals, as well as anyone crossing from Malta to Gozo and vice-versa.	Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/>  No. The project will result in the modification to the appearance of the existing port, but will not represent a significant change from the current situation. Thus, there are unlikely to be any significant impacts from the current baseline.	/
19	Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	Yes. The site lies (i) adjacent to a Grade 1 Industrial Warehouse (G.N. 008 of 1997); and (ii) c. 200 metres from Fort Chambray, a Grade 1 Military Pomerium (G.N. 840 of 2005).  Furthermore, although there are no official records of any archaeological deposits from Mgarr harbour, unconfirmed reports claim that artefacts are sometimes exposed following vessel movements. The dredging of the seabed could therefore potentially uncover and/or disturb unrecorded archaeological artefacts. Hence, the project could potentially impact as yet unrecorded archaeological and cultural heritage features lying off the coast and landside.	Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/>  Impacts on the scheduled structures are unlikely given the nature, size, and scale of the proposal. Furthermore, the PDS outlines that careful archaeological monitoring of the landside excavation and seabed dredging will be undertaken. This is to ensure against the loss and/or damage to any unrecorded archaeological artefacts uncovered during the works.	PDS Pg. 46
20	Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No. The site forms part of the Mgarr harbour and is limited to the refurbishment and upgrading of the existing port that will generate and additional 57 berthing spaces.	Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/>  No significant impacts are being envisaged.	PDS Pg. 1
21	Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry,	Yes. The site forms part of the Mgarr harbour, and is surrounded by recreational areas, the Ghajnsielem development zone, as well as the ferry connecting Malta and Gozo.	Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/>  No significant impacts are expected as a result of the proposed extension since Mgarr harbour is an established port characterised by similar uses. It is however essential that the coast remains accessible to the public at all times, and	PDS Pgs. 46-47

	<b>Issues to be considered</b>	<b>Relevant constraints, environmental considerations &amp; potential impacts</b>	<b>Is any significant effect envisaged?</b>	<b>Document reference</b>
	commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	These areas will likely be affected by noise, vibrations, and light emissions during construction.  Furthermore, an increase in operational traffic is expected as a result of the proposal.	that the pontoons are not stored on the coast during the off-season months During construction potential noise impacts are likely to be short term, temporary and localised given the scale, duration and nature of the proposal.  Furthermore, impacts from operational traffic are unlikely to be significant considering the scale of the proposal.	
22	Are there any plans for future land uses on or around the location which could be affected by the project?	No such future uses are currently envisaged or known of.	Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/> <hr/> No significant impacts are envisaged.	/
23	Are there any areas on or around the location which are densely populated or built up, which could be affected by the project?	Reply to Question 21 refers.	Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/> <hr/> Reply to Question 21 refers.	/
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 such land uses are present.	Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/> <hr/> No significant impacts are envisaged.	/
25	Are there any areas on 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 site in question is a port coastal water body, which is the Marine Protected Area of Ghawdex (MT 0000112), and falling within the scope of the Water Policy Framework Regulations, 2015 (S.L. 549.100). However, the proposal is limited to the consolidation and intensification of an already-established use within the confines of the existing harbour.	Yes <input type="checkbox"/> <b>No <input checked="" type="checkbox"/></b> Unclear <input type="checkbox"/> <hr/> In view of the scale, nature and location of the proposed project, significant environmental impacts on the coastal water body are not envisaged. However, the requirements of the Water Policy Framework Regulations, 2015 have to be respected.	/

	Issues to be considered	Relevant constraints, environmental considerations & potential impacts	Is any significant effect envisaged?	Document reference
26	<p>Are there any areas on or around the location which have already been subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?</p>	<p>Yes. The area is already characterised by port related activities, where Mgarr serves as Gozo's main harbour. As a result, studies have shown that the area is already characterised by contaminated seabed material.</p>	<p>Yes <input type="checkbox"/>    <b>No <input checked="" type="checkbox"/></b>    Unclear <input type="checkbox"/></p> <hr/> <p>Construction phase impacts are unlikely to be significant given the nature and scale of the proposal. The implementation of appropriate design and operational measures should suffice for ensuring that there is no contamination of coastal waters within a port area.</p> <p>The PDS also outlines a number of mitigation measures designed to minimise the impact on the marine environment from the disturbance of contaminated seabed material. For example, through the use of an environmental dredge, the most environmentally friendly dredge available, and silt curtains. It should be noted that any silt curtains used must be purposely manufactured for the containment of contaminated material.</p> <p>Furthermore, any hazardous waste materials will be segregated and managed in line with hazardous waste regulations and appropriate consignment permits and will be handled by licensed waste carriers. It will then be disposed of within a landfill.</p> <p>With regards to operations, any impacts are unlikely to be significant. The proposed increase in the number of berths c. 57 berths is not expected to have a significant impact on the quality of coastal water during operation. Furthermore, operations on site are subject to an operational permit which should minimise any potential impacts.</p> <p>The PDS also outlines a number of mitigation measures designed to minimise any impacts through the use of waste management facilities and prohibition of boat maintenance on land.</p>	Leachability Analysis
27	<p>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,</p>	<p>No. The site lies within an adequately sheltered harbour. There are marginal risks of mass movements (rock falls) from the overlying cliff/boulder scree, however this is located at some distance from the site and is not expected to affect the project or result in environmental problems..</p>	<p>Yes <input type="checkbox"/>    <b>No <input checked="" type="checkbox"/></b>    Unclear <input type="checkbox"/></p> <hr/> <p>No significant impacts are envisaged.</p>	/

	<b>Issues to be considered</b>	<b>Relevant constraints, environmental considerations &amp; potential impacts</b>	<b>Is any significant effect envisaged?</b>	<b>Document reference</b>
	which could cause the project to present environmental problems?			

#### **4. EIA Screening Conclusion and recommended way forward**

##### **4.1 EIA screening conclusion**

The proposal falls within the scope of Schedule IA, Category II Section 2.3.2.1 of the EIA Regulations (S.L. 549.46), however following detailed screening in accordance with Schedule IB of the same Regulations and matrix above, the proposal does not require an EIA in accordance with the same Regulations, given that no significant environmental impacts have been identified. In this regard, the proposal qualifies for the exemption process established in the EIA Regulations, 2007 as per Regulation 3(8) of S.L. 549.46.

It should be noted that this screening report is strictly concerned with the area denoted within PA03862/16/Doc.45 and does not include or depend on any future interventions which may be applied for, even if such interventions are shown on other plans.

##### **4.2 Pending Further Submissions (Required pre-development permission)**

1. The proposal qualifies for an Environmental Registration with ERA's Environmental Permitting Unit. Applicant is to be requested to immediately contact the Environmental Permitting Unit ([industrial.applications@era.org.mt](mailto:industrial.applications@era.org.mt)) to discuss the proposal further.

##### **4.3 Proposed ERA Conditions.**

###### *Construction works*

1. All works shall be subject to:
  - (a) a comprehensive and reasonably exhaustive package of construction-phase mitigation measures, hereinafter referred to as the Works Management Programme (WMP). The programme shall also include a comprehensive method statement for all works; and
  - (b) a construction-phase Site Monitoring Programme that shall address the relevant aspects identified through the Screening process and focusing mainly on the following aspects: (i) the marine environment (including benthic habitats and water quality); (ii) Dust; (iii) Noise;; and (iv) Marine archaeology.

Both programmes shall address all the relevant environmental considerations to ERA's satisfaction and shall follow the Terms of Reference being included herewith as an approved document. No works shall commence on site prior to the approval of both programmes.

Should the WMP be submitted as part of a wider construction management plan (or in parallel to any such plan as may be required by other authorities), the WMP shall be a distinct and self-contained section/document, which ERA can assess directly without the need to peruse the entire construction management plan or cross-refer to other documentation. The WMP as approved by ERA shall take precedence over any other content, in the event of any discrepancy.

2. Unless otherwise approved by the Environment and Resources Authority (ERA) as part of the WMP, no material removed from the site shall be stored/ deposited on site, and dredged material shall be immediately carted away from the site. Any soil/silt/debris/waste material from the site must be disposed of as per ERA approval.

3. The applicant shall submit for ERA's prior approval the location of where the excavated material shall be stored for disposal, re-use or recycling.
4. All material, structures, vehicles and machinery used for, or generated by, the works are to be entirely confined to the site approved for development and/or the land area occupied by the existing road carriageways. No over spills or vehicular trampling/manoeuvring beyond such land area are to be allowed. This applies to both the construction/site preparation phase and the operational use of the site.

#### *Waste*

1. All operations concerning the management of waste are subject to all relevant regulations, including the Waste Regulations (S.L.549.63) and the Waste Management (Activity Registration) Regulations (S.L.549.45).
2. Inert waste material resulting from construction and excavation may be reused as fill material within the site as long as such reuse is in line with the approved plans and other conditions of this permit, or shall be deposited at facilities duly permitted by ERA and in accordance with the Waste Regulations (S.L.549.63) and the Waste Management (Activity Registration) Regulations (S.L.549.45).
3. Contaminated dredged material is to be managed and disposed of in accordance with the Waste Management Regulations (S.L.549.63) and Waste Management (Landfill) Regulations (S.L.549.29).
4. All wastes shall be separated according to the different waste streams as per EWC codes as defined in Commission Decision 2000/532/EC, and deposited in sites permitted by ERA to accept such wastes.
5. All storage of machinery and/or waste oils required for or generated from the project shall take place only in locations where thorough clean-up and site reinstatement can be readily undertaken.

#### *Operational*

6. Applicant shall submit an Environmental Permit application to the ERA, compiled to ERA's satisfaction. This shall cover all operational aspects of the applicant's site including related operations not necessarily covered by this development application.

#### *External lighting*

7. External lighting of the development shall be kept to a minimum and shall be appropriately shaded, and (except where indispensable for safety purposes) shall consist exclusively of low-key full cut-off down-lighters of low lumens in order to reduce light pollution. Globes and up-lighters are not allowed. Intruder-triggered switching shall be used wherever possible. Lighting of surrounding areas (including rural roads) beyond the operational precincts is strictly prohibited.

## **Works Management Programme (WMP)**

### *General requirements: Content*

The Works Management Plan shall include the following details, where relevant to the development proposal in question:

- i. A construction-phase programme including details of the timing and phasing of the development;
- ii. All relevant details as to how demolition, excavation, construction and other development is to be carried out;
- i. All construction-phase access points;
- ii. All storage areas for materials and plant, including any relevant containment measures;
- iii. The location of disposal sites for material from demolition, excavation and construction, and the means and routing of transport to disposal sites;
- iv. The routes to be followed by heavy plant and other vehicular, and a comprehensive traffic management scheme for the areas affected by the development and by construction-phase traffic;
- v. Details of all temporary construction-phase structures such as temporary access roads, and similar facilities (including: justification, precise siting, extent, expected duration, construction and decommissioning methodology, and the proposed methods for protection from adverse weather conditions);
- vi. Measures (including any relevant revisions to the design of the construction sites) to maximise the scope for carrying out noise-generating activities 'behind closed doors';
- vii. The lighting arrangements to be adopted, including the measures that will be applied to minimise nocturnal light pollution and mitigate nuisance to people and disturbances to the environment wherever relevant;
- viii. Protection measures for retained structures, features, and landscapes;
- ix. The detailed methodology and safeguards for the satisfactory reinstatement of the sites affected by construction-phase impacts; and
- x. The detailed safeguards that will be adopted to avoid or minimise: adverse construction-phase impacts.

### *Construction-phase parameters*

The applicant shall be responsible for ensuring that:

- i. All aspects of the works, including noise and vibration management, are compliant with the relevant provisions of the Environmental Management Construction Site Regulations (S.L. 552.09) to the satisfaction of all relevant authorities;
- ii. All material, structures, vehicles and machinery required for, or generated by, the works are entirely confined to the areas identified for the purpose in the Works Management Programme, and no deposition, storage, overspills or construction-vehicle access beyond such land area are allowed to occur. The extent of such areas temporarily committed for construction-phase disturbance shall be duly contained and kept to the reasonable minimum required for the works, and shall, wherever possible, coincide with the development footprint, avoiding other lands which should be left pristine or which would be difficult to restore to satisfactory standards;
- iii. Without prejudice to the overriding requirements of other conditions, any pipelines, ducts or sewers damaged accidentally in the course of works are immediately repaired to the required specifications;
- iv. All relevant measures are taken to ensure the effective containment, abatement and prevention of all spillages and dust emissions, to satisfactory standards. These shall include, as relevant: adequate but not excessive water provision to allow dust suppression, wheel-washing facilities, water sprayers,

sprinklers, cannons etc. as appropriate; secure storage and confinement of loads during both transportation and on-site storage/stockpiling/use; stringent implementation of dust/sediment suppression arrangements; collection and interception of runoff from construction sites into strategically-located sediment traps of adequate design and capacity; provision of carefully-designed bunds to contain possible contaminants; avoidance of stockpiling of material on site; immediate reporting of all spillages and immediate corrective/damage-limitation action; limiting construction-vehicle speeds to an appropriate level; minimising the handling of friable material; reducing the drop heights when handling material; adoption of suitable screening methods; monitoring of weather conditions (wind, rain and wave action) and adopting a daily programme of works accordingly; subjection of plant and machinery appropriate maintenance; etc.;

- v. Temporary structures (including hoarding, fences, temporary boundary walls and silt curtains) are installed in such a manner as to avoid damage to existing physical features;
- vi. Proper coordination with other relevant stakeholders is secured, for proper synergy in the management of traffic within the area of influence of the project during the construction phase, in such a manner as to pre-empt undue difficulties in the continued use of existing access routes and consequent indirect pressures for new or altered access routes;
- vii. Effectiveness of bunds, hoarding and containment structures (e.g. silt curtains) is duly guaranteed throughout the works. The applicant and contractors shall also be responsible for ensuring that containment measures through best available techniques are applied to ensure that any proposed works result in the least possible damage, disturbance to land, coastal and marine habitats, and the seabed ;
- viii. All stockpiles of construction and waste material are limited to a reasonable minimum and positioned in such a way as to avoid spillages onto (or contamination of) land, air or water through wind, runoff, wave action and sea currents, collapse, or accidental spillages respectively. Dust suppression equipment shall be installed and used in stockpiling areas;
- ix. Runoff from stockpiling areas is effectively collected and/or intercepted so as to avoid spillages and contamination of any surrounding area;
- x. Dust or mud does not contaminate areas adjacent to the site; and
- xi. A contingency plan is in place to cater for the effective containment, abatement and prevention of all potential spillages, including silt-laden waters. This plan is to be made available to the contractors to ensure they are continuously prepared for immediate addressing of such eventuality.

#### *Construction-phase Monitoring*

- i. The monitoring programme shall be in place throughout the construction phase and shall identify: the methodologies and frequencies of monitoring; a map-based definition of the extent of the areas which will be monitored; the frequency and mode of reporting; and any baseline studies that may be required. The programme shall also identify the threshold limits beyond which works should be halted due to unacceptable environmental impacts, and any other relevant triggers and parameters for pre-emptive, remedial or damage-limitation intervention. Specialist consultants for each specific monitoring requirement shall also be identified and submitted for ERA approval.
- ii. The monitoring programme shall be formulated by a monitoring coordinator (hereinafter referred to as "the monitor") approved in advance by ERA after nomination by the applicant. The monitor shall have the necessary expertise and track record to ensure that the monitoring programme is satisfactorily devised and implemented and that the specialist consultants are duly present on site as required for effective monitoring. The monitor will be responsible for the immediate alerting of the relevant authorities when the thresholds are exceeded or in the case of cultural/archaeological/geological or other related discoveries.
- iii. The monitor and specialist consultants shall be engaged at the expense of the applicant. The applicant shall enter into a legal agreement (covering the full duration of the construction phase) with both ERA and the monitor, before works commence on site.
- iv. The monitor shall ensure that the applicant carries out all works to ERA's satisfaction, also taking into account the permit conditions, approved drawings and other approved specifications including the Works

Management Programme. The monitor shall notify ERA immediately of any environmentally-relevant issue or breach and shall liaise with ERA, the applicant, and any other relevant entities as appropriate.

- V. The monitor shall also be responsible for submitting regular monitoring reports in line with the approved arrangements, to ERA. Both ERA and the monitor shall reserve the right to request further submissions or additional samples, and to impose any further conditions as deemed necessary during the progression of works.

#### **4.4 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.