ARUP

DCT Gdansk Sp. z o. o.

Deepwater Container Terminal DCT 3 - Environmental and Social Impact Assessment Supplementary Information Package

Socio-economic baseline and assessment of the Project impacted area

| 14 July 2022

Job number 286493-00

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1. Introduction

1.1 About the Project

DCT GDAŃSK Sp z.o.o. is planning to construct the maritime Deepwater Container Terminal DCT 3 in the Northern Port in Gdańsk, which is located on Stogi Island. DCT Gdańsk is the only truly deep-water container terminal in the Baltic and is the primary gateway for Polish traffic and Baltic transhipment operations. Trough T3 development, DCT will be able to increase their annual capacity from circa 2,900,000 m TEU pa to 4,650,000 m TEU pa.

The existing facility of DCT Gdańsk includes Terminal 1–since 2007, designed to cater for large container vessels calling from the Far East, and Terminal 2–since 2016, which was designed for Ultra-Large Container Vessels (CVs). Terminal 3 will be an independent section both technologically and functionally. The location of the T3 terminal in relation to the existing T1 and T2 terminals can be seen in Figure 1.

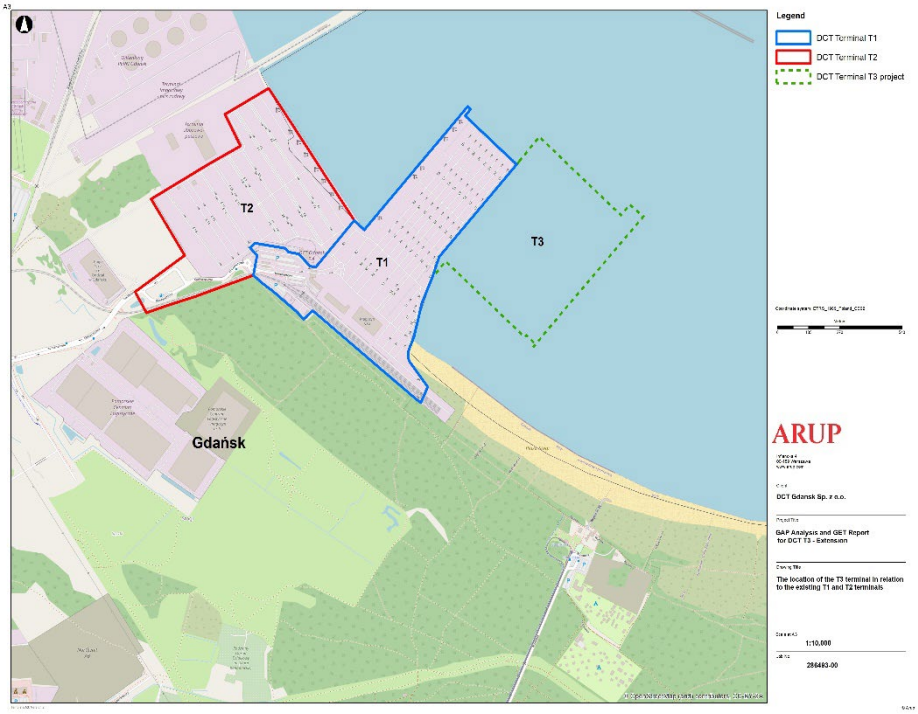

Figure 1 The location of the T3 terminal in relation to the existing T1 and T2 terminals (source: EIA report: Expansion of the DCT Gdansk container terminal in the Northern Port in Gdansk, 2018

The idea to expand the existing terminals came due to observed extensive development of the container handling market. DCT determined there are possibilities of increasing capacity through the expansion of existing infrastructure and improvement of operational processes. The construction of T3 will allow the terminal to grow by attracting more services using Ultra Large Vessels. The location of the planned investment in relation to the island is shown in Figure 2 below.

The key elements of the Terminal 3 construction plan are:

- docks for loading and unloading,
- container storages,
- transportation,
- parking,
- buildings intended for workshop, office and social functions.

Figure 2 The area of the planned investment, location in the Natura 2000 area (source: http://geoserwis.gdos.gov.pl)

1.2 Project Location

Gdańsk is a seaside city located in the north of Poland. It is the capital of the Pomeranian Voivodeship and alongside Gdynia and Sopot forms a metropolitan area called Tri-City (Trójmiasto). Within the city's administrative borders, there is an island called the Port Island or the Island of Stogi. The border of the island is marked by the waters of the Gulf of Gdańsk, the Martwa Wisła and the Śmiała Wisła. Island is accessible thanks to two road bridges, one railway bridge and a road tunnel. In addition to the typical urban development connected with the port, the island also has a strip of coastal dunes with a seaside beach. The location of the island is presented in Figure 3.

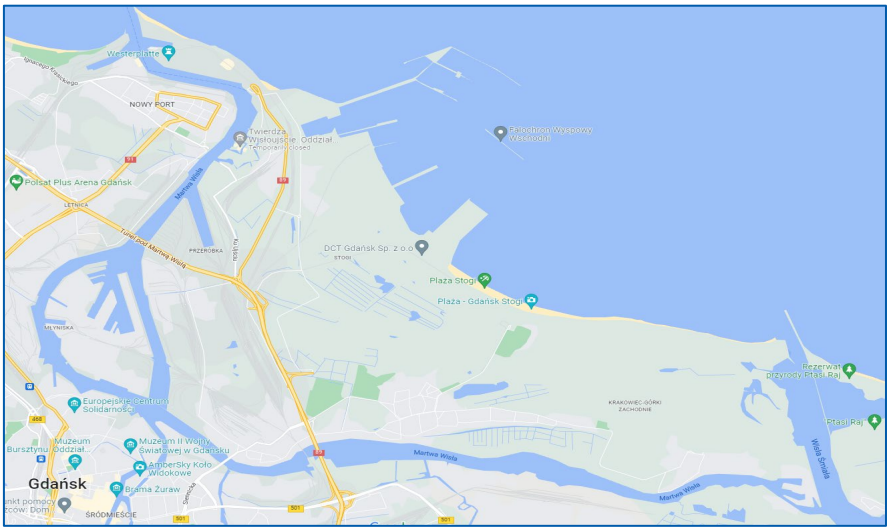

Figure 3 Stogi island (source: Google Maps)

1.3 About this document

Environmental Impact Assessment Study (EIA) for the T3 extension was developed in 2018. Since then, DCT reached out to several financing institutions for financing of the Project. During the process of loan approval, European Bank for Reconstruction and Development (EBRD) conducted a gap analysis of the EIA against the EBRD Environmental and Social Policy[1] (ESP, 2019). The gap analysis indicated that the social impacts of the Project have not been assessed in line with current EBRD requirements, as it was not required under the

[1] Available at: https://www.ebrd.com/news/publications/policies/environmental-and-social-policy-esp.html

national EIA study, and therefore the detailed socio-economic baseline of the affected area needed to be established to facilitate the social impact assessment as required by the EBRD ES policy.

This document has been developed to bridge this gap as part of the Supplementary Information Package developed in addition to the national EIA. The socio-economic baseline was developed based on the secondary data and through additional engagement efforts with local authorities and other stakeholders.

Site visit was organised for 27 May 2022. It included the visit to the project affected area, including the Stogi beach with its offer of recreational and commercial contents. Site visit also included interviews with institutions working closely with DCT in the development of the Project:

- Mayor of Gdansk office – meeting with Deputy Mayor Mr Alan Aleksandrowicz

  Topics of discussion: Local Spatial Development Plans for the wider area; Future plans in regard to Stogi beach amenity values

- Port of Gdańsk Authority – meeting with Mr Łukasz Greinke – President of the Board, Managing Director; Mr Sławomir Michalewski – Vice-President of the Board for Financial Matters, Finance Director and Mr Kamil Tarczewski - Vice-President of the Board for Infrastructure, Infrastructure Director

  Topics of discussion: General overview of Port's activities in relation to DCT Project

- Chamber of Commerce (Forum Pracodawców Północy) – meeting with Mrs Jolanta Spodzieja - Vice-President of the Board

  Topics of discussion: General overview of activities at Stogi beach, licencing, interest, current and recent business activities

Previously the team responsible for assessing the dredging impacts visited the location on 17 May 2022 and provided feedback on the use of the beach.

Variety of online sources were also used for the collection of secondary data:

https://stat.gov.pl/en/ - Poland statistics

https://sportgdansk.pl/ - Gdansk Sport Centre (Sports and Recreation Department manages the Stogi beach)

https://www.brg.gda.pl/ - Gdansk Development Agency

https://gethome.pl/

https://podroztrwa.pl/

https://gzdiz.gda.pl/

https://gdansk.pl/

https://maps.google.com

http://geoserwis.gdos.gov.pl

https://dziennikbaltycki.pl/ (local media)

2. Project Affected Area

There are three districts on Stogi island: Stogi, Przeróbka and Krakowiec-Górki Zachodnie that surround the Port of Gdansk and the location of the Project where DCT operates.

Stogi district is located in the middle of the island. Przeróbka district stands to the west of Stogi district, while Krakowiec-Górki Zachodnie stands to the east. The Project has a potential to impact these three districts at some stage, but the level of impact is different depending on the type and the stage of the Project implementation.

Przerobka will be mostly affected during construction phase as all transport will be going through this district, although increased port activity once the T3 is operation would also impact the traffic. Stogi beach will be impacted during construction and operation phase, initially by nuisances from construction activities, and later from visual impacts of the new terminal and related activities in the sea. Krakowiec-Górki Zachodnie will be least impacted.
Text below includes a more detailed overview of each of these districts.

2.1 Stogi District

Stogi is one of the oldest districts of Gdańsk. Despite that, it is not one of the most preferred living destinations for the residents of the city.

In the 1960s, Stogi began to play the role of an industrial district. An accompanying residential function was built when multi-family buildings and recreational centres began to emerge near the beach.

The district includes a housing estate, the City Forest and the Northern Port. The housing development is located in the southern part of Stogi, and the residents have direct access to the Martwa Wisła waterfront. In the eastern part of the district, near Stogi beach, there are several camping sites available. Location of Stogi district can be seen in Figure 4 below.

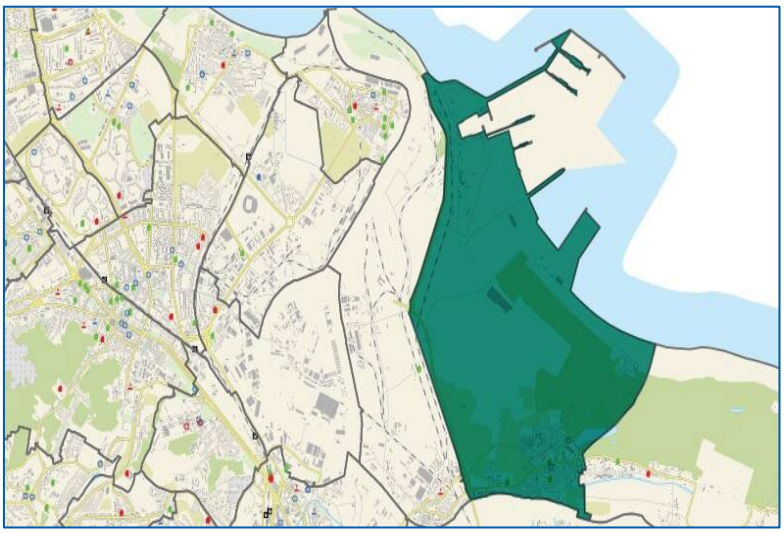

Figure 4 Location of the Stogi district (source: https://gdansk.pl/).

The educational services, as well as commercial and infrastructure services are not sufficiently developed. There are only two nurseries in the district, and their capacity barely meets the requirements of the local communities. There are two public and two private kindergarten institutions available in Stogi and two primary schools, both public (no private education available). There are no high schools in the district, so the younger population has to commute to the neighbouring districts for secondary education. The well-organized transport partially makes up for these inconveniences. Gdańsk Higher School of Administration is the only institution in Stogi which provides higher education for students.

There are also several cultural heritage sites in the Stogi district. Most of the monuments are in the northern part of the district and date back to World War I:

- Backup Fire Control Point BAS 25;
- Fixed artillery battery;
- Forest Battery Objects from 1911;
- Several bunkers.

Some of these monuments are located close to DCT Terminals. However, development of Terminal 3 involves land reclamation at sea, so no physical ground disturbance will take place onshore.

2.1.1 Stogi Demographics

In 2020, 10,134 people were registered as living in the Stogi district. Compared to 2010, the number of inhabitants has decreased by 2,055 people, i.e., by 16.85% showing a steady decline over the last 10 years (as shown in Table 1). Population density of the district is 929 people per square kilometre. The age structure of inhabitants is shown in Table 2. The number of unemployed people registered in Stogi as of 31 December 2021 was between 218 and 297.

Table 1 Population of the Stogi district 2010–2020.

year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
population	12.189	11.994	11.815	11.572	11.376	11.165	10.955	10.725	10.580	10.439	10.134

Source: https://www.gdansk.pl/

Table 2 Number of inhabitants of the Stogi district in 2020 by gender and age.

Gender	Age				
	0–17	18–59	60–64	over 64	Total
women	640	2754	457	1616	5467
men	716	2644	421	886	4667
Total	1356	5398	878	2502	10.134

Source: https://www.gdansk.pl/

Vulnerable Groups

The assessment identified several potentially vulnerable groups in the district:

- Elderly people,
- People with disabilities,
- Children for whom the Project area may have recreational value.

The Project is not expected to have a significant impact on small scale fishing in the area – neither from biodiversity aspect, nor from the accessibility to fishing locations. Small scale fishing activities were not observed during the site visits conducted in May 2022.

2.1.2 Stogi Beach

Stogi Beach (Plaża Stogi) is a 3 km stretch of sandy beach located in the north of the Island of Stogi. The beach is open to public with no charges applicable for visitors. According to information from the Gdansk Sports Centre (https://sportgdansk.pl/), the beach is active the entire year, with peak season being July and August, summer season is considered June – September and off season (or low season) from November till March. During peak season, on sunny days, Stogi beach is visited by about 15,000 people. On cloudy days, the beach is visited by up to 1,000 people. Around 400,000 people visit Stogi beach throughout the summer season.

Beachgoers have access to volleyball and football fields at their disposal, as well as a free wi-fi network provided by the City of Gdansk. The beach is a great place for recreation for both the inhabitants of the surrounding districts as well as the visitors from other locations. Stogi beach has received the honourable distinction on several occasions, awarded by the International Blue Flag Program, which considers many aspects related to the safety of sunbathers and water purity. For this reason, adequate pollution mitigation measures are discussed in Table 10 below. View of the Stogi beach with the current DCT terminals in the background can be seen in Figure 5 below.

Figure 5 View of the Stogi beach with the DCT terminals in the background (source: Arup's private archive).

Transport to the beach

There is a parking lot in the immediate vicinity of the beach, as well as tram and bus terminals, local roads/streets and bicycle paths, allowing beach goers several avenues to reach the beach. The parking lot is located in the Nowotna street and has 180 available parking spots. The access to the parking is free from the beginning of September until the end of June. During July and August, the entrance to the parking is charged 10 PLN (cc. 2,15 EUR). The Stogi seaside carpark is managed by the Socially Responsible Foundation who use the profits to furnish homeless shelters in Gdansk. The collected revenue is used to employ the car park staff. The estimated number of cars that utilize the parking is 30,000 per year. The parking lot can be seen in Figure 6 below.

Figure 6 Parking at Stogi beach (source: private archive of the City Council of Gdańsk).

It is also possible to arrive to the beach by tram. Tram line has just recently been renovated to improve accessibility. Line no. 9 operates throughout the year, up to 4 times per hour. There is one additional tram line (no. 8/68) which operates during July and August, up to 6 times per hour. The assumed peak tram capacity is between 1500–2000 people per hour. Tram station Stogi beach can be seen in Figure 7 below.

Figure 7 Tram station with the entrance to the beach in the background (source: private archive of the City Council of Gdańsk).

Bus transport in Stogi is also well developed, with buses running 24 hours a day. Access to the beach is possible through bicycle paths as well. The most convenient bicycle path goes along the tram line.

2.1.3 Economic activity and livelihoods in Stogi district

Stogi district is very developed industrially, which implies that many job opportunities can be found here. In addition to the developed industry, Stogi beach, which attracts local residents and tourists, also represents an important aspect of the district's economic activity. There are several businesses located on the beach.

Businesses on Stogi beach

Most of the businesses operating on Stogi beach are seasonal, operating typically during the summer season June – September. Licences to operate are also typically renewed annually. The Gdansk Sports Centre announces tenders for vendors to operate pre-defined services at the beach, and companies offer tenders to lease the space for certain activities.

At the entrance to the beach, there are kiosks, a playground, and a municipal toilet. There is one location on the beach where visitors are able to rent sunbeds. There are also three bars and one restaurant - "Plaża Stogi", which is also the only restaurant/business operating in the low season. According to the Public information bulletin website the Multiannual lease agreement with the owner of the restaurant has been terminated at the end of 2021, and the restaurant is currently operating on a short term lease, pending a new tender by the City for the business. This also coincides with the ongoing architectural contest to redesign the beach entrance.

In 2006, the Rescue Service Facility was established on the beach, in the area of entrance 26, with a medical point and a rescue command centre.

According to the Gdansk Municipal Office of Sports the following businesses have registered for operation under the Stogi Sea Baths Sports Centre in 2021 and 2022:

- lease of space for setting up vending machines at the Budynku Służb Ratowniczych (Rescue Service Building);
- lease of land for the purpose of commercial, gastronomic, and service activities and the playground for children for sports and recreational activities;
- rental of a business premises for the operation of a public toilet.

2.2 Przeróbka District

Przeróbka stands to the west of Stogi district and although it does not have too many inhabitants, it is well connected, with many trams and city buses operating there. The educational services in the district are quite

limited. There is one kindergarten and one primary school, but there are no high schools. Location of Przeróbka district can be seen in Figure 8 below.

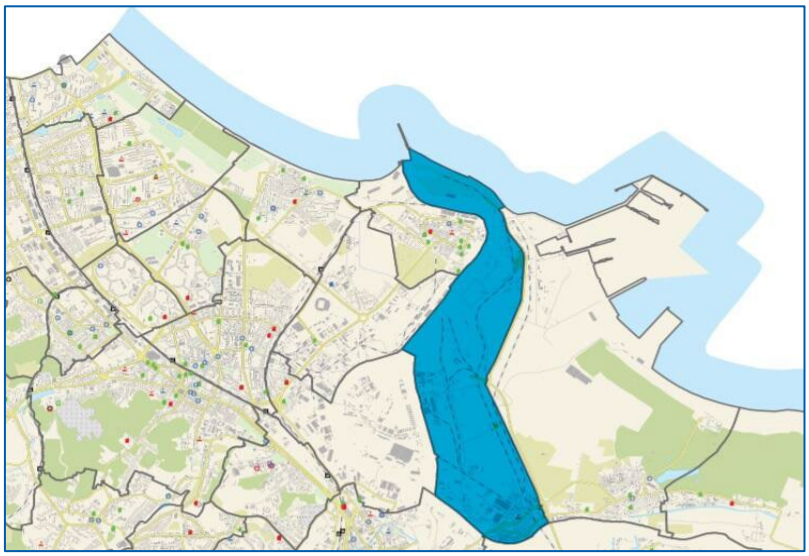

Figure 8 Location of the Przeróbka district (source: https://gdansk.pl/).

Traffic congestions may become an issue in Przeróbka once transport starts going through the district during construction. The most important route in Przeróbka is route Majora Henryka Sucharskiego. It is the part of the national road No. 89, which leads to the S7 expressway and the A1 motorway. The route connects the Southern Gdańsk Bypass and the Słowacki Route. It also connects the DCT container terminal and the Northern Port with the Southern Gdańsk Bypass. Project related traffic will most likely be going through this route. In addition, port transport will also rely on the rail connection which has been updated in the recent years to handle the expected additional cargo traffic with the construction of 72 kilometres of new railway lines that enhance connectivity between terminals in the broader Gdańsk-Gdynia metropolitan area and the port terminals[2]. There are also plans, as presented by the local authorities during the site visit to widen the S6 ringroad and increase the overall road capacity in the city. Some mitigation measures to handle to increase in traffic activity, short term, are discussed in Table 8 below.

In the southern part of the district there is a correctional facility for men, built in 1970, when the former railroad area was converted into a penitentiary unit. It consists of seven pavilions and operates as an open and semi-open penitentiary unit. There are over 700 prisoners in this facility (all of them first time convicts), and about 110 officers working here. About 30 percent of the inmates are employed, with about 150 of them going outside the prison walls every day to work for various municipal and social institutions.

Przeróbka has many historical monuments, which are mainly related to World War II and located in the northern part, near the Gulf of Gdańsk. They will unlikely be impacted by the project, since the northern part of Przeróbka where the monuments are located is not near the northern part of Stogi district, where the DCT terminals are located. Moreover, most of the works will take place at sea, which will further reduce possibility of negative project impacts on the monuments:

- Westerplatte (grand stone monument that marks the site of the first World War II invasion);
- Wartownia 1 (small World War II museum);
- “Never More War” sign;
- Westerplatter walkable ruin;
- Plaques commemorating the defenders of Westerplatte;
- Fragments of a tank turret;
- Wisłoujście fortress (fortress from the 14th century);
- Placówka fort.

[2] https://www.railfreight.com/railfreight/2022/04/12/investments-make-rail-in-ports-of-gdynia-and-gdansk-more-attractive/?gdpr=accept

2.2.1 Przeróbka Demographics

In 2020, 3849 people were registered as living in this district, which is less than in Stogi. Przeróbka too is suffering from population decrease. Compared to 2010, the number of inhabitants has decreased by 1000, i.e., by 20.62% showing a steady decline over the last 10 years (as shown in Table 3 blow). Population density is 559 people per square kilometre. The age structure of inhabitants is shown in Table 4. The number of unemployed people registered in Przeróbka as of 31 December 2021 was between 56 and 112.

Table 3 Number of inhabitants of the Przeróbka district 2010–2020.

year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
population	4849	4748	4638	4522	4420	4337	4202	4134	4086	3978	3849

Source: https://www.gdansk.pl/

Table 4 Number of inhabitants of the Przeróbka district in 2020 by gender and age.

Gender	Age				
	0–17	18–59	60–64	over 64	Total
women	235	959	167	621	1982
men	281	1020	140	426	1867
Total	516	1979	307	1047	3849

Source: https://www.gdansk.pl/

Vulnerable Groups

The assessment hasn't identified any potentially vulnerable groups affected by the Project in this district.

2.2.2 Economic activity and livelihoods in Przeróbka

Przeróbka is one of the most industrialized districts of Gdańsk. In addition to the port, there are many warehouses and distribution centres, which are a workplace for many residents of the city and other nearby towns. Its location near the port favours the development of industry. Apart from residential buildings, there are also factories and warehouses in this district. The areas of Wisłoujście and Sączek which are located in the central part of Przeróbka are some of the most industrialized parts of the city.

Besides industry, tourism also plays a smaller, yet important role in the economic activity of the district. There are numerous attractions, monuments, and places of historical value in the district, most of them mentioned in Chapter 2.2. The majority of these monuments are located in Westerplatte, in the north of Przeróbka, which is why this area is often visited by tourists from all over Poland.

2.3 Krakowiec-Górki Zachodnie District

Krakowiec-Górki Zachodnie is a former agricultural and fishing village, located within the administrative boundaries of Gdańsk, currently serving as a district. It is one of the quietest and least urbanized parts of the largest city in Pomerania. The educational offer in this district is below standard. There is only one primary school, while there are no kindergartens nor high schools. Location of Krakowiec-Górki Zachodnie can be seen in Figure 9 below.

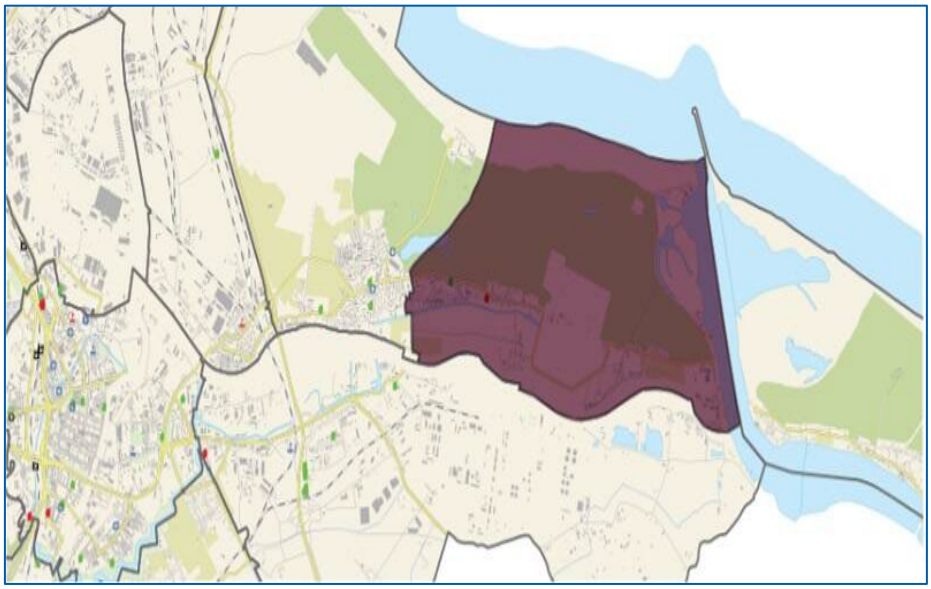

Figure 9 Location of the Krakowiec-Górki Zachodnie district (source: https://gdansk.pl/).

Most of the settlements are in the south of the district, near the Martwa Wisła waterfront. Similarly to the other two districts there are WWI and WWII monuments in the northern part:

- Coastal fortifications trail;
- BAS Two-Sided Observation Point 25;
- Several bunkers;
- Monument "For those who did not come back from the sea".

It is likely that neither the local residents, nor the monuments will be impacted by the project since neither the transport nor the works will be conducted in their proximity.

2.3.1 Krakowiec-Górki Zachodnie Demographics

In 2020, 1,775 people were registered as living in this district. Compared to 2010, the number of inhabitants has decreased by 1,257. Krakowiec-Górki Zachodnie is the least populated of all three districts and is suffering from the biggest population decline which has reached 41.45% since 2010 (see Table 5). The age structure of inhabitants is shown in Table 6. The number of unemployed people registered in Krakowiec-Górki Zachodnie as of 31 December 2021 was between 28 and 55.

Table 5 Number of inhabitants of the Krakowiec-Górki Zachodnie district 2010–2020.

year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
population	3032	2002	2006	1981	1970	1915	1878	1877	1848	1824	1775

Source: https://www.gdansk.pl/

Table 6 Number of inhabitants of the Krakowiec-Górki Zachodnie district in 2020 by gender and age.

Gender	Age				
	0–17	18–59	60–64	over 64	Total
women	166	478	72	189	905
men	181	458	72	159	870

Gender	Age				
	0–17	18–59	60–64	over 64	Total
Total	347	936	144	348	1775

Source: https://www.gdansk.pl/Vulnerable Groups

The assessment hasn't identified any potentially vulnerable groups affected by the Project in this district.

2.3.2 Economic activity and livelihoods in Krakowiec-Górki Zachodnie

Marina Przełom is located in the south-eastern part of the district and represents an important part of the district's economic activity. It serves as a year-round berth for recreational vessels and enables their owners and ship owners to use sanitary, social, and service facilities.

In the marina, the statutory activity is carried out by the Gdańsk Shipyard Yacht Club as a public benefit organization. The marina is also used as a place for organizing regattas and training children and youth. There are also hangars located in this marina, where sailboats are being repaired.

3. Project Impacts, Mitigation Measures and Residual Impacts

Project impacts, mitigation measures and residual impacts are assessed in the following tables (Table 7 through 10) below.

Table 7 Visual impacts

Type of impact: Changes in Visual landscape						
Receptors	**Indicator**		**Impact Magnitude**	**Mitigation Measure**	**Responsibility**	**Residual Impacts**
Local population residing in the vicinity of the new terminal	Nature of impact	Indirect	**Minor** Impact is assessed as minor, since the settlements are located in the southern part of the island, while the constructions will take place in the northern part. The visual landscape of the beach is already obscured by the trees in the park area	It is necessary to maintain frequent communication with the stakeholders, which should also include holding consultations in which all participants would be informed about the project and its impacts.	DCT in collaboration of City of Gdańsk (Stogi District representatives)	Once the construction of the terminal is completed, the landscape will be permanently changed.
	Type of impact	Negative				
	Reversibility	Irreversible				
	Extent of impact	Local				
	Duration of impact	Permanent				
	Likelihood of occurrence	High				
Beach visitors who enjoy the current landscape	Nature of impact	Direct	**Moderate** The impact is assessed as moderate, due to permanent changes in the landscape.	It is necessary to maintain frequent communication with the stakeholders, including regular monitoring of the project impacts on the attractiveness of the beach due to visual impacts. Communication to focus on partnership with municipality, Port of Gdansk Authorities and other stakeholders on alternative recreational activities planned in the eastern part of the Stogi beach.	DCT in collaboration of City of Gdańsk, Stogi District representatives and Port Authorities	Once the construction of the terminal is completed, the landscape will be permanently changed.
	Type of impact	Negative				
	Reversibility	Irreversible				
	Extent of impact	Local				
	Duration of impact	Permanent				
	Likelihood of occurrence	High				
Local businesses located in close proximity to the beach	Nature of impact	Indirect	**Moderate** The impact is assessed as moderate, due to potential decrease in the number of visitors.	It is necessary to maintain frequent communication with the stakeholders about the project timeline and provide public with project updates, including regular monitoring of the beach use against the baseline data. Communication to focus on alternative schemes planned in the area. Businesses to be informed about the project timeline, project impacts and proposed mitigation measures.	DCT in collaboration of City of Gdańsk, Stogi District representatives and Port Authorities	The permanent change in landscape may cause a permanent decrease in the number of beach visitors.
	Type of impact	Negative				
	Reversibility	Irreversible				
	Extent of impact	Local				
	Duration of impact	Permanent				

Type of impact: Changes in Visual landscape						
Receptors	**Indicator**		**Impact Magnitude**	**Mitigation Measure**	**Responsibility**	**Residual Impacts**
	Likelihood of occurrence	High				

Table 8 Loss of access

Type of impact: Loss of access						
Receptors	**Indicator**		**Impact Magnitude**	**Mitigation Measure**	**Responsibility**	**Residual Impacts**
Residents of Stogi	Nature of impact	Direct	**Minor** The impact scale is assessed as minor, since the settlements are located in the southern part of the island, while the construction will take place in the northern part. There is a small risk that congestion in traffic might impact the residents in Stogi	During construction, all project related vehicles will be using access roads to the east. The residents will be properly informed ahead of any intense traffic increase during construction and operations. Residents will be made aware of the DCT's external Grievance Mechanism.	DCT in collaboration with Port Authorities, local transport police and EPC Contractor	None
	Type of impact	Negative				
	Reversibility	Reversible				
	Extent of impact	Local				
	Duration of impact	Temporary				
	Likelihood of occurrence	Low				
Residents of Przeróbka	Nature of impact	Direct	**Moderate** The impact scale is assessed as moderate, since increased transport from the new T3 will be going through Przeróbka and may cause congestions and temporary loss of access to some parts of the district. Increased transport is expected during construction (dredging material, construction material and equipment) as well as operation (increase in port capacity requires increase in road and rail transport of goods)	The residents will be properly informed ahead of any activities to ensure they are aware of planned transport routes during construction and during operation. Residents will be made aware of the DCT's external Grievance Mechanism. Construction and Operation traffic assessment will be conducted by EPC Contractor.	DCT via their EPC Contractor	Increased traffic may permanently cause congestion and limit access.
	Type of impact	Negative				
	Reversibility	Reversible				
	Extent of impact	Local				
	Duration of impact	Temporary				
	Likelihood of occurrence	High				
Beach visitors	Nature of impact	Direct	**Moderate**			None

Type of impact: Loss of access						
Receptors	**Indicator**		**Impact Magnitude**	**Mitigation Measure**	**Responsibility**	**Residual Impacts**
	Type of impact	Negative	The impact scale is assessed as moderate. Limited access to the beach through certain roads and bike paths is unlikely to happen during construction or operation. Visual obstruction by T3 is already expected to impact this stretch of the beach and the beach goers are expected to migrate towards the central and eastern parts of the beach, which will limit the overall impact of loss of access to this part of the beach	Proper public information on project implementation. Regular monitoring of the number of visitors, targeted consultation with stakeholders and information campaigns.	DCT in collaboration of City of Gdańsk (Stogi District representatives) and Port Authorities	
	Reversibility	Reversible				
	Extent of impact	Local				
	Duration of impact	Permanent				
	Likelihood of occurrence	Low to Medium				
Local businesses located in close proximity to the beach	Nature of impact	Direct	**Minor** The impact scale is assessed as minor. Access to the beach area is not likely to be affected by construction activities	See mitigations included above.	DCT in collaboration of City of Gdańsk (Stogi District representatives) and Port Authorities.	None
	Type of impact	Negative				
	Reversibility	Reversible				
	Extent of impact	Local				
	Duration of impact	Temporary				
	Likelihood of occurrence	Low to Medium				

Table 9 Economic displacement

Type of impact: Economic displacement						
Receptors	**Indicator**		**Impact Magnitude**	**Mitigation Measure**	**Responsibility**	**Residual Impacts**
Local businesses located in close proximity to the beach	Nature of impact	Indirect	**Moderate** The impact scale is assessed as moderate as most of the businesses operating on the beach have temporary/annual leases that are renewed at the start of the season, which allows the business owners to evaluate their investment in the business. Project is not physically impacting the businesses, but indirectly impacts them through potentially reducing the attractiveness of the beach and therefore impacting the number of visitors. With the information available at this stage it is not clear whether the number of beachgoers would change drastically, or whether that would impact the businesses.	Consultation with business owners regarding the planned Project stages, including potential disruptions, duration of construction activities, periods of increased noise, or similar. Monitor the number of beach visitors against the baseline data.	DCT in cooperation with the City and Port Authorities.	Changes in the number of beachgoers as a result of Project activities
	Type of impact	Negative				
	Reversibility	Reversible				
	Extent of impact	Local				
	Duration of impact	Temporary				
	Likelihood of occurrence	Medium				

Table 10 Pollution impacts[3]

Type of Impact: Pollution of the beach						
Receptors	**Indicator**		**Impact Magnitude**	**Mitigation Measure**	**Responsibility**	**Residual Impacts**
Local population residing in the vicinity of the terminal	Nature of impact	Direct	**Minor to Moderate** The impact scale is assessed as minor with the potential to become moderate, as the adverse impacts from the noise and air pollution on the local residents could be expected during construction and operation phases of the project.	Regular air quality and noise monitoring during construction and operation phases will be undertaken to assess whether the proposed mitigation measures (see below) are sufficient, or they need to be strengthened to meet the prescribed standards Public information on the pollution prevention measures. Community grievance mechanism.	EPC Contractor and/or DCT	There is a possibility that after the project is completed, there will still be pollution caused by the operation of the T3 terminal.
	Type of impact	Negative				
	Reversibility	Reversible				
	Extent of impact	Local				
	Duration of impact	Temporary (construction)/ Permanent (operation)				
	Likelihood of occurrence	High				
Beach visitors	Nature of impact	Direct	**Moderate** The impact scale is assessed as moderate, as certain project activities can cause nuisance to the visitors of Stogi beach and recreational area in its proximity. This includes: **1.** Exposure to the elevated noise levels from specific construction works such as piling and dredging during construction phase, and by terminal operation activities once T3 is operational. **2.** Seawater pollution caused by oil-spills and turbulence from increased number of boats present in the beach area. **3.** Seawater pollution caused by dredging works during construction **4.** Potential air pollution caused by construction vehicles and elevated number of boats during operational phase.	**1.** • Running of machinery and construction equipment at idle speed and maximum loads will be minimised. • Tourist season will be considered when adopting the deadlines and work schedule to lower the disturbance from construction activities on the beach • Regular noise minoring will be undertaken during touristic season to ensure noise levels are within prescribed limits, and check if additional mitigation is necessary. **2. and 3**. • The investment area will be equipped with measures to combat spills, including sorbents, floating surfactants, and oil barriers • For dredging and silting works, dredging techniques that minimizes water turbidity will be used	EPC Contractor and/or DCT	See residual impacts included above.
	Type of impact	Negative				
	Reversibility	Reversible				
	Extent of impact	Local				
	Duration of impact	Temporary (construction/ Permanent (operation)				
	Likelihood of occurrence	High				

[3] For additional information on pollution mitigation measures, please also see 3.1 Assessment of impacts on marine environment related to capital dredging works and 3.2 Assessment of impacts on the nearby Stogi beach morphology and on the sea water quality along the nearby Stogi beach

Type of Impact: Pollution of the beach						
Receptors	**Indicator**		**Impact Magnitude**	**Mitigation Measure**	**Responsibility**	**Residual Impacts**
				• The project should provide a collection point for sewage and waste disposal from ships. **4.** • Electrical cranes and vehicles (to the extent possible due to global shortages and lack of infratsructure) will be used on site • When designing the layout of the storage yards, the entry-exit locations and the railway siding will be considered to minimize the distance that any vehicle must travel • Regular air monitoring will be provided to check whether additional mitigation measures are necessary		