

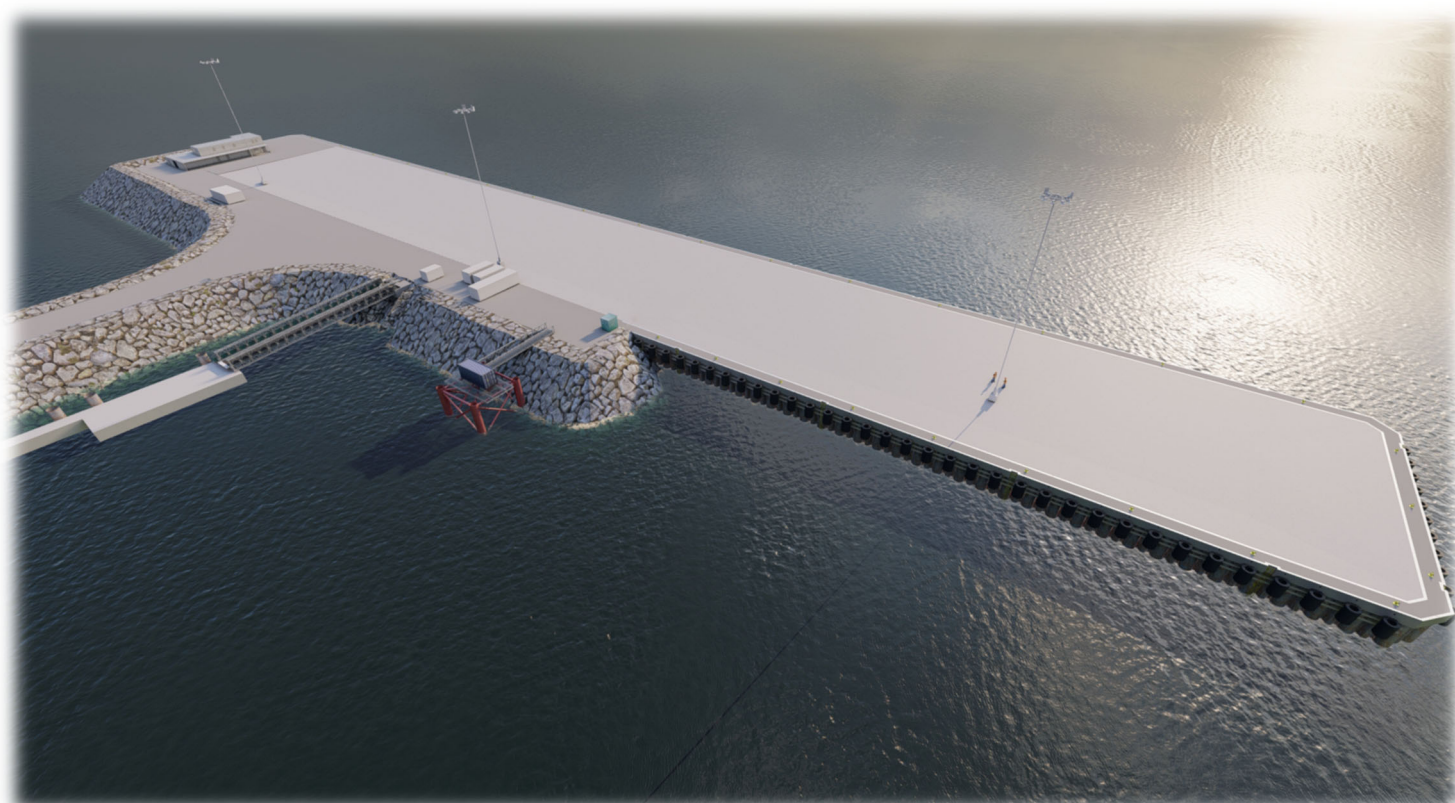


New Port Facility Falkland Islands

Environmental Impact Statement

Revision	Date	Description	Prep	Check	App
P05	12/01/2022	Environmental Impact Statement	EIA team	MS	RCBP

	Contract No:	Doc No:	Status	Revision
BAM	BAS 2050	BAS2050-BNL-ZZ-YYY-RP-YE-0002	S4	P05
RHDHV	PB7829	PB7829-RHD-ZZ-ZZ-RP-YE-0005	S4	P05



Hold Record

Hold No.	Section	Description of Hold
1		Outline planning permission has been granted by F.I.G. Planning and Building Services for a wool warehouse, south of Airport Road; such outline permission was granted after this EIS was finalised. The figures and drawings in this EIS reflect the original scheme. Changes required to some of the proposed temporary works areas for the new port facility, to accommodate the wool warehouse, are not expected to significantly affect the EIS conclusions and will be addressed via condition, if required.

Revision Tracking

Revision	Description of Revision
P01	Issued for BAM approval
P02	Draft EIS considered an interim draft, to be finalised on receipt of all comments from BAM's review of revision P01. Issue to F.I.G. as a working draft.
P03	Issued to F.I.G. - End of Stage 1A submission – indicating hold points. .
P04	Addressing comments from F.I.G. and reflecting outcome of value engineering. Issued with significant changes marked in blue highlight for efficient FIG final acceptance.
P05	Final version for acceptance incorporating comments from F.I.G.

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Appendix 8	Terrestrial ecology information

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- Appendix 15 Atlink vehicle logs
- Appendix 16 Demand study scenario growth factors

A1.0 Introduction

A1.1 Project summary

The economy of the Falkland Islands depends upon a Port and the Falkland Interim Port and Storage System (FIPASS) has been in operation since 1984. This is the current main commercial port facility for the Falkland Islands. The system is nearing the end of its operational life.

Investigative work conducted between 2017 and 2019 has revealed a deteriorating condition of FIPASS. New port facilities are now required to serve the needs of the traditional industries and to support economic growth by the early 2020s.

The purpose of this project is to deliver a new port (comprising an access road, causeway and quay (hereafter referred to as the 'the proposed scheme')) to serve the Falkland Islands. The proposed scheme will also involve the removal and dismantling of FIPASS and its causeway. Further detail regarding the proposed scheme is provided in **Section A4**.

A1.2 Report purpose

The Planning Ordinance 1991 ('1991 Ordinance') includes provisions for the preparation of development plans and for the handling of planning applications. Under the 1991 Ordinance, planning control extends to the territorial sea of the Falkland Islands which, under the Falkland Islands (Territorial Sea) Order 1989 (SI 1989 No. 1993), extends up to 12 miles from the coastline. The proposed scheme requires planning permission in accordance with the 1991 Ordinance.

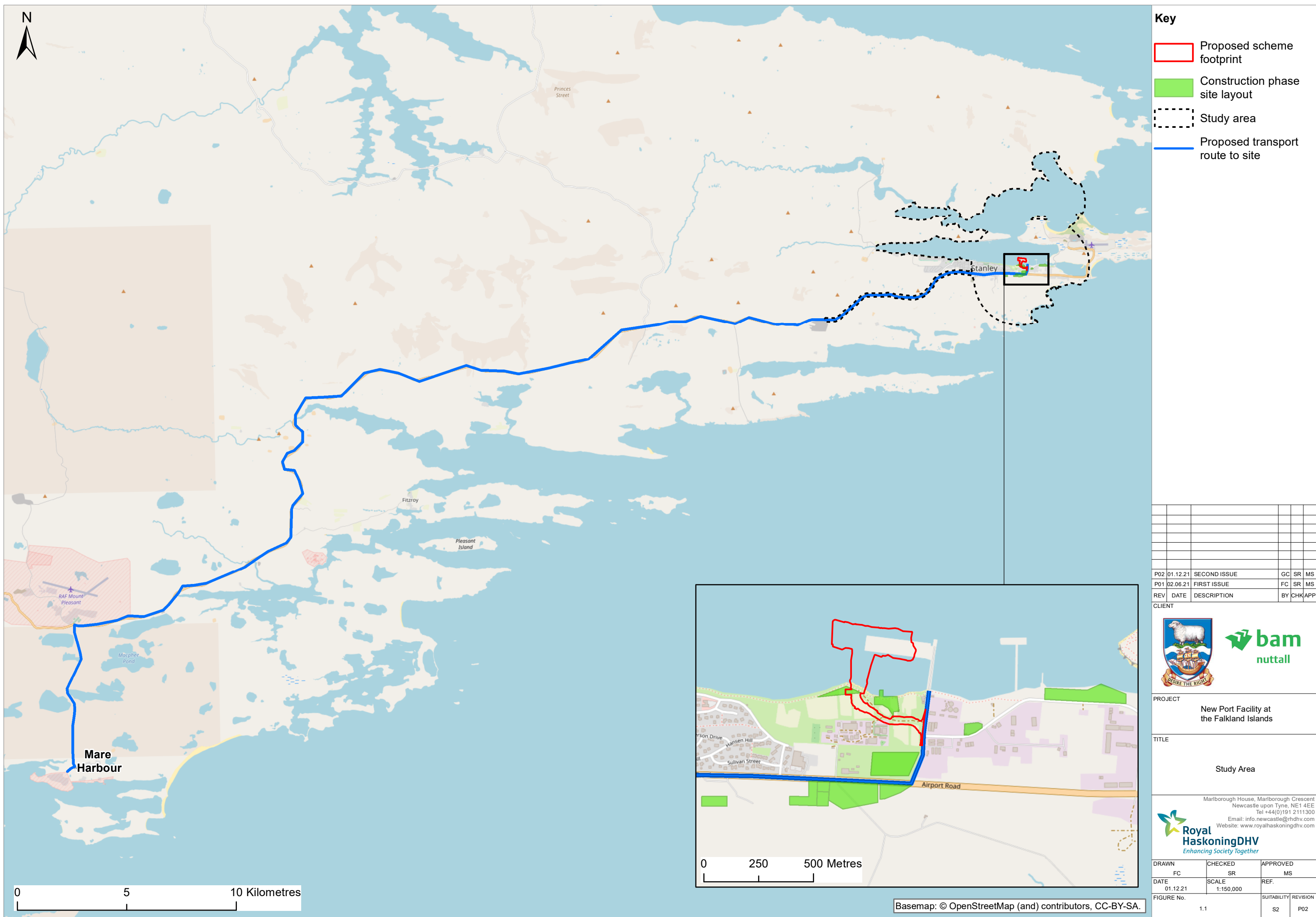
In June 2015, under the powers granted by Section 33 of the 1991 Ordinance, the Falkland Islands Government (F.I.G.) brought the Planning (Environmental Impact Assessment) Regulations 2015 (the '2015 Regulations') into force. Regulation 4 of the 2015 Regulations states that during the consideration of any application for planning permission, the Planning Officer may determine that an environmental impact assessment (EIA) is necessary.

In addition to planning permission, the proposed scheme will require a Maritime Authority licence under the Harbours and Ports Ordinance 2017 and the Maritime Ordinance 2017. This licence will be required for the discharge of water into Stanley Harbour during the construction and operational phase (see **Section A4.1.6.8** and **Section A4.2.3** respectively for further detail), as well as deposition of substances or articles on the seabed (i.e. construction of the causeway and quay, discussed in **Section A4.1.7** and **A4.1.9** respectively).

Given the nature and location of the proposed scheme, it has been assumed that an EIA is required to support the applications for planning (and the Maritime Authority licence) without seeking a formal EIA Screening Opinion (see **Section A6.2**). Consequently, this environmental impact statement (EIS) has been prepared and is submitted to F.I.G. in support of the application for planning permission and the Maritime Authority licence for the proposed scheme.

A1.3 Study area for the EIA

The study area for the EIA is the area over which the potentially significant direct and indirect impacts of the proposed scheme may occur during the construction and operational phases. Typically for marine and coastal developments, the marine / coastal element of the study area includes the area over which potential effects on tidal currents and sediment transport may occur (i.e. the potential marine / coastal zone of influence). The hydrodynamic modelling domain shown in **Figure 1.1** therefore defines the study area for the marine elements of the proposed scheme.



This domain also encompasses the area within which discharges into Stanley Harbour are to be undertaken during the construction (i.e. dewatering) and operational (i.e. surface water run-off) phases.

The study area for the EIA also includes the area over which potentially significant direct and indirect impacts may occur due to the landside elements of the proposed scheme. In this instance, the landside study area varies by topic (as detailed in the respective technical chapters of this EIS). In general, the potential impacts on landside receptors are not predicted to extend beyond 2km from the proposed scheme footprint (shown on **Figure 1.1**). However, the study area for traffic and transport extends further to the west and south, and incorporates the route proposed to transport rock from Pony's Pass quarry to the proposed scheme footprint (to be undertaken by the Public Works Department (PWD) at F.I.G.) and the route that would be taken to transport construction equipment and materials from Mare Harbour. The study area is shown in **Figure 1.1**.

A1.4 Report structure

This EIS is structured as follows:

- **Section 1** (this section) provides an introduction to the EIS and describes the study area for the EIA.
- **Section 2** references where the list of acronyms and abbreviations used in the EIS can be found.
- **Section 3** provides a list of reference documents.
- **Section 4** provides a description of the proposed scheme.
- **Section 5** sets out the relevant policy and legislation applicable to the proposed scheme.
- **Section 6** presents the EIA methodology used during production of this EIS.
- **Sections 7 to 23** contain the technical assessments of the potential impacts of the proposed scheme.

A number of appendices are included in this EIS, which are referred to throughout the body of this document.

A non-technical summary (NTS) of the EIS (**Ref. 1**) is provided as a separate, stand-alone, document.

A1.5 Stakeholder consultation

As part of the design development for the proposed scheme, proactive engagement has been undertaken with all the key users, industry sectors and interested parties (stakeholders). Through this process, information has been gathered to both validate the assumptions made in the initial design for the proposed scheme and, where verified as appropriate by F.I.G., the initial requirements have been updated or modified.

During September 2020, a series of collaborative meetings were held with all stakeholder groups. The stakeholder groups listed in **Table 1.1** were identified and consulted as part of the design process. The stakeholder engagement process provided an early opportunity for interested parties to comment on all elements of the proposed scheme, including its design and the potential environmental impacts associated with its construction, operation and maintenance.

Table 1.1 Stakeholder groups identified for the engagement exercise

Group	Stakeholder
0	FIG Project Management Team
1	F.I.G. Board
2	Members of Legislative Assembly (MLA)
3	F.I.G. Customs and Immigration, F.I.G. Biosecurity and Fisheries,

Group	Stakeholder
	Harbour Master and Maritime Authority
4	F.I.G. Public Works Department
5	FIG Development & Commercial Services
6	F.I.G. Planning and Building Services
7	Sea Lion
8	Rural and Agriculture
9	Chamber of Commerce
10	Fishing Industry
11	British Forces South Atlantic Islands
12	Port Operator
13	Stanley Services Limited
14	Tourism Sector
15	Community
16	International Association of Antarctica Tour Operators (IAATO) Exec
17	IAATO Members
18	Group consultation merged into Group 17.
19	South American Atlantic Service
20	British Antarctic Survey
21	South Georgia and the South Sandwich Islands
22	South Atlantic Environmental Research Institute
23	Stanley Growers
24	Seafarer's Mission
25	Falklands Conservation
26	Yachting Community
27	Stevedores
28	F.I.G. Environment Department
29	Directorate of Policy and Economic Department

A Demand Study (**Ref. 2**) has been undertaken to assess future user requirements for the proposed scheme; this was informed by the outputs from stakeholder engagement undertaken during September 2020. The outputs from the Demand Study (**Ref. 2**) have been used to inform the design of the proposed scheme.

All feedback from the stakeholder engagement has been analysed and any feedback relevant to the EIA process (e.g. comments on pathways for potential impacts, survey requirements, etc.) has been taken into account.

Through the stakeholder engagement exercise and the Demand Study, a concept design has been developed that will endeavour to meet the current and future needs of the stakeholders and will provide a facility that will have a design life of 50 years for structural elements. Building and MEP systems have design life appropriate to life cycle costing recommendations.

Further stakeholder engagement was undertaken with key stakeholders (Atlink, SAAS, FIFCA, Chamber of Commerce etc.) to further explain the proposed scheme and to gain further feedback in advance of the planning application being submitted. As part of the planning application process, public exhibition boards will be available for viewing at the Malvina Hotel; details of the planning application and its supporting documents will be available to the public through the F.I.G website; advertisements will be made in the Penguin News and on the local radio.

A1.6 Key roles, responsibilities and interfaces

Throughout the design development and the EIA process, engagement with F.I.G.'s Head of Planning and Building Services and the Environmental Officer and Policy Advisor has been maintained as appropriate, as well as the Chief Executive / Project Board of F.I.G. and the MLA with responsibility for the following:

- Natural Resources.
- Health and Social Services.
- Education and Community.
- Trade and Industry.
- Public Works.
- Environment and Public Protection.
- Development and Commercial Services.
- Government Services.