

---

(date of official publication in the Unified Registry

for Environmental Impact Assessment  
(automatically generated by software  
to maintain the Unified Registry  
for Environmental Impact Assessment,  
not to be specified by business entity)

*2020645896*

---

(registration Number of case of  
planned activity Impact Assessment on the  
Environment

(automatically generated by software  
to maintain the Unified Registry  
for Environmental Impact Assessment,  
for paper copy to be specified by business  
entity)

## NOTIFICATION

of the planned activity subject to Environmental Impact Assessment

State Enterprise “Ukrainian Sea Ports Administration” represented by “Delta Pilot” affiliate of SE “USPA”, EDRPOU identification Number 38728507, does inform herewith their intention to conduct the planned activity and its Impact Assessment on the Environment.

### 1. Details of the business entity

Mailing address: 27, Liagin Street, Mykolayiv, 54001, Ukraine, telephone number of contact person: +38 0512 500-901.

### 2. Planned activity, its description and technical alternatives

Planned activity and its description.

Reconstruction of the construction projects “Arrangement of the deep-water navigable channel Danube river – the Black Sea within the Ukrainian part of the delta” (hereinafter referred to as DNC Danube river – the Black Sea).

The navigable channel Danube river – the Black Sea consists of the following structures and parts:

marine part: the sea approach channel; protecting dike of the sea approach channel; marine underwater dredged soil dump;

river part: the segment Sea – Vilkove (1.5-20.5 km) passing through Bystryi and Starostambulskyi arms; the segment Vilkove – Izmayilskyi Chatal (20.5-116.0 km)

passing along the Kiliyskyi arm; the segment Izmayilskyi Chatal – Reni (116.0-170.36 km) passing on Danube river along the state border of Ukraine; river part structures also include river and bank dumps of dredged soil.

#### Technical alternative 1.

Reconstruction of construction projects “Arrangement of the deep-water navigable channel Danube river – the Black Sea” shall be provided by carrying out hydroengineering work and dredging operations dividing them to three start-up facilities (SF):

SF I - ensuring the actually achieved parameters of the DNC Danube – the Black Sea; SF II - ensuring the passage of design vessel of 5.0 m draft; SF III - ensuring the passage of design vessel of 7.2 m draft.

When implementing the design solutions:

- for SF I – it is planned to reconstruct the existing northern protecting dike on the area adjacent to the mouth of the Bystryi arm; dredging shall not be performed.
- for SF II – it is planned to build a southern protecting dike on the area adjacent to the mouth of the Bystryi arm; dredging shall be performed at the marine approach channel and the river section of the DNC (shallows).
- for SF III – it is planned to complete the construction of sea areas of the southern and northern protecting dikes; dredging shall be performed at the marine approach channel and the river section of the DNC (shallows).

Thus, a system of two parallel flow contracting dams shall be created.

Storage of soils dredged from the river part of DNC shall be carried out at the current coastal hydraulic dumps; storage of soils dredged from the sea part shall be carried out at the current sea underwater dump.

#### Technical alternative 2.

The main technical solutions shall be in accordance with the detailed design “Arrangement of the deep-water navigable channel Danube river – the Black Sea within the Ukrainian part of the delta. Complete development”. Design, Survey and Technological Construction Institute for River Transport "RICHTRANSPROEKT", Kyiv, 2006.

The implementation of the working project solutions should be in 2 stages.

At the first stage (phase 1) the DNC restoration included dredging operations to create a marine approach channel (MAC) through Bystryi arm bar 3,432 km long, construction of one-sided protecting dike (1040 m at the first stage, 2730 m at the second stage) to the north of MAC, deepening of the shallows in the Kiliya arm between the Izmayilskyi Chatal and Vilkove. More than 90% of the DNC length passes along the route of Kiliya arm, width and prevailing depth of which meet the requirements to waterways of the highest international class. Dredging operations of the 1st and the 2nd stages shall be necessary only at the shallow. The purpose of the first stage was to ensure the passage of 5.85 m draft vessels through the DNC route.

The second stage (phase 2) was provided for the continuation of dredging operations and hydroengineering works on the Bystryi bar and shallows of Kiliya and Starostambulskyi arms until the complete development of DNC, in order to bring its parameters to international standards and ensure the passage of 7.2 m draft vessels. At this stage, it was provided for the completion of the protecting dam construction and construction of a guide dike and coast protecting structures at the fork of Bystryi and Starostambulskyi arms to achieve stable operation of the DNC.

At stage 1, dredging operations on the bed of the Bystryi arm have not been carried out. At the second stage (complete development of DNC) the excavation volume in the Bystryi arm is insignificant.

Storage of dredged soil was provided to the coastal dumps on the left bank of the Kiliya arm and to the sea dump, for which an circle area of the seabed of 269.2 ha at a depth of 22 m is allotted and located east of the mouth of the Bystryi arm at 8 km from the coastal line.

### 3. Place of the planned activity realization, territorial alternatives.

Location of the planned activity: territorial alternative 1.

Territorial alternative 1 results from the location and purpose of the existing and operating deep-water navigable channel Danube river – the Black Sea, Ukraine, Odessa region, Izmail, Kiliya and Reni districts of the region.

Location of the planned activity: territorial alternative 2.

Reconstruction of the construction projects “Arrangement of the deep-water navigable channel Danube river – the Black Sea within the Ukrainian part of the delta” is essentially a progressive deepening of existing and operating facilities of the deep-water navigable channel Danube river – the Black Sea by dredging. It doesn't make sense to execute reconstruction outside the territorial boundaries of these existing facilities. Territorial alternative 2 – not available.

### 4. Socio-economic influence of the planned activity

Providing conditions for navigation in the Ukrainian part of the Danube Delta will increase employment and wages level in the most promising and dynamic sectors of the economy. Thus, additional jobs should appear in fleet, in the ports, in railway and motor transport, in service organizations, in industrial shipbuilding and shiprepair yards, etc. Investments are projected to be higher contributed not only to the transport sector, but also to the other sectors of the economy and infrastructure of the region. For residents of Danube towns and villages, the conditions of passenger communication, development of water tourism, including international, shall be improved significantly.

Thus, the planned activities will lead to significant positive changes in the social sphere of the region and significantly increase the general welfare of the population.

5. General technical characteristics, including parameters of the planned activity (capacity, length, area, production output, etc.).

Technical characteristics of the construction of the I start-up facility correspond to the actually achieved parameters of the DNC Danube – the Black Sea, according to which the maximum parameters of design vessel are determined.

Technical characteristics of the construction of the II start-up facility – to ensure the passage of design vessel with 5.0 m draft, 17.0 m beam, and 125 m length.

Technical characteristics of the construction of the III start-up facility – to ensure the passage of 7.2 m draft design vessel.

Reconstruction of protecting dike of marine approach channel of the DNC Danube – the Black Sea shall be carried out by 3 start-up facilities: SF I - reconstruction of the existing (northern) protecting dike including change in its configuration on the approach to the coast, 1700 m long; SF II - construction of a section of a parallel (southern) flow-contracting dike close to the coast, 1900 m long; SF III - completion of remote from the shore sections of the southern and northern flow-contracting dikes, 900 m and 2300 m long respectively.

Storage of dredged soil of the river part of DNC shall be to the existing river dumps and coastal hydraulic dumps; storage of dredged soil of the sea part shall be to the existing marine underwater dump.

Approximate length of the reconstructed marine access channel of the DNC Danube – the Black Sea will be 3.8 km; river part - 168.86 km.

Approximate total volume of dredged soils will be 10,000 thousand m<sup>3</sup>.

6. Environmental and other restrictions of the planned activity by the alternatives:

Technical alternative 1

Passage of a part of the route DNC Danube – the Black Sea within the area of anthropogenic landscapes of the Danube Biosphere Reserve (DBR) where anthropogenic activity including navigation is allowed.

While the period of mass reproduction of wild animals, the construction activities that are a source of high noise and disquiet shall be carried out in conformity with the requirements of “Regulations on the Danube Biosphere Reserve”.

Need to stop construction works during unfavourable meteorological conditions (including storms and ice periods).

Need to limit construction works in separate areas during specialized state fish spawning bans to use water bioresources.

Technical alternative 2

Passage of a part of the route DNC Danube – the Black Sea within the area of anthropogenic landscapes of the Danube Biosphere Reserve (DBR) where anthropogenic activity including navigation is allowed.

While the period of mass reproduction of wild animals, the construction activities that are a source of high noise and disquiet shall be carried out in conformity with the requirements of “Regulations on the Danube Biosphere Reserve”.

Need to stop construction works during unfavourable meteorological conditions (including storms and ice periods).

Need to limit construction works in separate areas during specialized state fish spawning bans to use water bioresources.

7. Ecological and engineering support and protection of the territory by the alternatives is required:

According to both technical alternatives, it is required to develop an ecological and engineering support of the territory of coastal hydraulic dumps of dredged soil.

8. Sphere, sources and types of possible impact on the environment:

The sphere of possible impact of the planned activity for both technical alternatives includes:

- air environment: locations of construction machines, mechanisms and vessels along Kiliyskyi, Starostambulskyi, Bystryi arms and marine approach channel during the construction period and during operational dredging operations; places of vessels movement during transportation of dredged soils from the area of marine approach channel to marine under-water dump, and the route of transit vessels during operation period;
- geological environment: places of technogenic changes in the bottom and coastal topography along the route of the DNC Danube – the Black Sea; the area of the beach adjacent to the mouth of the Bystryi arm, where changes in the evolution processes of Danube Delta due to changed hydrodynamic conditions in the marine part of the DNC Danube – the Black Sea are probable
- aquatic environment: places of bottom surface damages during dredging operations, reconstruction of protecting dike and underwater soil dump; areas of Danube Delta where change in hydrological and hydrodynamic conditions as a result of construction works and the passage of ships is probable; places of getting suspended and dissolved pollutants into the water during replacement of dredged soils, as well as in cases vessels operation conditions are violated or accident occurred;
- soils: places of coastal dumps; areas adjacent to the delta arms, where changes in water conditions of soils are probable;
- flora and fauna: indirect effects are possible within the scope of all mentioned impacts on abiotic environmental conditions;

The sources of impact of the planned activity on the environment are the following:

- construction machines and mechanisms, watercraft and transit vessels (gaseous and aerosol emissions into the air, acoustic pollution, mechanical action, chemical pollution of water and increased content of suspended

substance in the water during dredging operations and storage of dredged soils);

- as a result of the planned activity, changed morphometry of the arms and the area of marine approach channel (hydrological influence and hydrodynamic action).

Direct types of impacts are divided into chemical, physical and mechanical. Indirect type of impact is biological (change of living environment of hydrobiocoenoses).

9. The planned activity relation to the first or second category of activities and projects that may have a significant impact on the environment and are subject to Environmental Impact Assessment (the relevant paragraph and part of Article 3 of Ukrainian Law "On Environmental Impact Assessment" should be specified)

The planned activity, taking into account the parameters of design vessel that will be able to pass through the deep-water navigable channel, belongs to the first category of activities and projects that may have a significant impact on the environment and are subject to Environmental Impact Assessment, namely to construction of "deep-water navigable channels, including those in natural riverbeds, specialized channels on land and in shallow sea water basins, suitable for passage of vessels with a tonnage of more than 1350 tons"(subparagraph 7, paragraph 7, part 2, Article 3 of the Law of Ukraine "On Environmental Impact Assessment").

Such the planned activity in accordance with the paragraph 5 of Article 3 of the Law shall be subject to transboundary environmental impact assessment.

10. Availability of reasons for transboundary environmental impact assessment (including availability of significant negative transboundary environmental impact) and a list of states whose environment may experience significant negative transboundary impact (involved states)

The reasons for transboundary environmental impact assessment are conditioned by the location of the planned activity, namely:

- proximity of the planned activity site to the border with Romania;
- location on the planned activity influence zone of a bilateral Romanian-Ukrainian biosphere reserve "Danube Delta", one part of which is the Danube Biosphere Reserve on the territory of Ukraine and the other one – the Danube Delta Biosphere Reserve on the territory of Romania.

Based on the abovementioned, Romania shall be a possible involved state when the planned activities are implemented.

The territories of other states located in the Danube basin are outside the planned activity influence zone, so these states do not have sufficient basis to consider themselves involved when implementing the planned activity.

11. Planned scope of research and the level of detailing information to be included in the Environmental Impact Assessment report

Research shall include as follows:

- analysis and summary of the results of integrated environmental monitoring in the influence zone of the DNC Danube – the Black Sea, which is constantly conducted since 2004 as well as the information from published and archival sources that describes the state of the environment in the area of the planned activity;
- study of departmental and fund data on morphometric and hydrological parameters of delta and coastal arms;
- forecasting and assessment of probable consequences of changes in the environmental condition including transboundary aspects when conducting the planned activity by the technical alternatives, including applying the mathematical modeling methods.

The Environmental Impact Assessment report shall contain:

- description of the planned activity, in particular, the location of the planned activity; goals of the planned activity; description of the main characteristics of the planned activity according to the current scheme of its implementation and justified alternatives including description of the main reasons for choosing the proposed option;
- description of the environmental factors that are likely to be affected by the planned activity;
- description of current state of the environment and health of the population under existing conditions of the activity;
- description of probable state of the environment and health of the population when implementing the planned activity by to the main and alternative option;
- Environmental Impact Assessment of the planned activity by the options, in particular, aquatic and geological environment, soils, flora and fauna, nature reserve sites and public health;
- assessment of risks to the environment and public health, including those appeared through the possibility of emergencies;
- description of forecasting methods applied to assess environmental impacts;
- description of the measures provided for and aimed at prevention, protection, avoidance, reduction, and elimination of significant negative impact on the environment;
- summary of monitoring and control programs on environmental impact during the planned activities implementation;
- summary of non-technical style intended for a wide audience.

## 12. Environmental Impact Assessment procedure and opportunities for public participation

The activity planned by the business entity may have a significant impact on the environment and therefore is subject to environmental impact assessment in accordance with the Law of Ukraine “On Environmental Impact Assessment”. Environmental impact assessment is a procedure that involves:

- preparation of an environmental impact assessment report by the business entity;

- holding public debates on the planned activity;

- studying by the authorized body of the environmental impact assessment report, any additional information provided by the business entity, as well as information received from the public during the public debates, during the transboundary impact assessment procedure, or other information;

- submission by the authorized body of a reasoned conclusion on the environmental impact assessment with provision for the results of the study provided for in the fifth paragraph of this article;

- allowing for the conclusion of the environmental impact assessment when making decision on the planned activity specified in paragraph 14 of this Notification.

The authorized body in their conclusion on the environmental impact assessment, based on the environmental impact assessment of the planned activity, shall specify the admissibility or justified inadmissibility of the planned activity, and establish the ecological conditions for its implementation.

It is prohibited to start the planned activity without the environmental impact assessment done and the decision on the planned activity obtained.

The environmental impact assessment procedure provides for the right and opportunities of general public to participate in such a procedure, in particular at the stage of discussing the scope of research and the level of detailing information to be included in the environmental impact assessment report, and also at the stage of consideration of the environmental impact assessment report by the authorized body.

At the stage of public debates of the environmental impact assessment report for at least 25 working days, general public is given the opportunity to provide any comments and suggestions to the environmental impact assessment report and the planned activities, as well as to participate in public hearings. More details on the procedure for public debates on the environmental impact assessment report will be provided in the announcement of the public debate start.

## 13. Public debates of the scope of research and the level of detailing the information to be included in the environmental impact assessment report

Within 20 working days from the date of this Notification publication on the official website of the authorized body, general public will have the right to submit to the

authorized body specified in the article 15 hereof, their comments and suggestions on the planned activities, scope of research, or level of detailing the information to be included in the environmental impact assessment report.

When providing such comments and suggestions, indicate the registration number of case of the environmental impact assessment of the planned activities from the Unified Environmental Impact Assessment Registry (given on the first page hereof). This will greatly simplify the process of registration and consideration of your comments and suggestions.

Upon receipt of such comments and suggestions from the public, they will be put to the Unified Registry of Environmental Impact Assessment and submitted to the business entity (within three working days from the date of receipt). Persons who submit comments and suggestions, shall certify by their signature their consent to their personal data to be processed. During the preparation of the environmental impact assessment report, the business entity shall be obliged to allow for the comments and suggestions of public provided in the public debates of the scope of research and level of detailing the information to be included in the environmental impact assessment report in full, partly or reasonably reject them. This information shall be included in details to the environmental impact assessment report.

#### 14. Decision on the planned activity implementation

According to the legislation, the decision on this planned activity implementation will be a permission issued by the State Architectural and Building Control Authorities.

15. Comments and suggestions of the public to the planned activities, the scope of research and the level of detailing the information to be included in the environmental impact assessment report should be sent to the Department of Environmental Impact Assessment Administration of Environmental Impact Assessment and Strategic Ecological Assessment of the Ministry of Energy and Environmental Protection of Ukraine to the address 35, Metropolitan Vassyl Lypkivskyi St., Kyiv, 03035, Ukraine, e-mail: [OVD@menr.gov.ua](mailto:OVD@menr.gov.ua), [gladun@menr.gov.ua](mailto:gladun@menr.gov.ua), contact person: Yevgeniy Yevgeniyovych Gladun – Chief Expert of Environmental Impact Assessment Division, tel. (044) 206-31-50, (044) 206-31-40.