

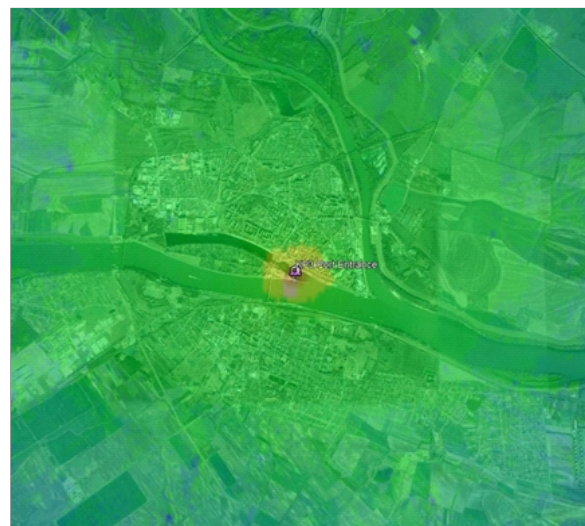
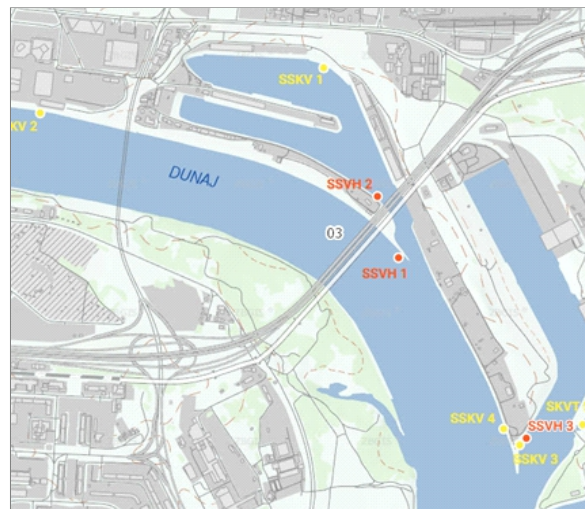
Proponent:

Verejné prístavy, a.s.

Prístavná 10

821 09 Bratislava

Slovak Republic



„Ports Monitoring System“

EIA Intention - Simplified Final Summary

March 2020

Prepared by:



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Simplified Final Summary

The proposed **“Ports Monitoring System”** project is drafted in accordance with Act No. 24/2006 Coll. on environmental impact assessment as amended.

The aim of the proposed project is, in case of Option 1, to build a simple visual monitoring system for operators, consisting of static security cameras; in case of Options 2 and 3, to build a new port monitoring system to shorten reaction times in case of emergency in a defined area of the Public Port of Bratislava and the Public Port of Komárno. The new monitoring system will meet service operation and provision requirements for TEN-T (Trans-European Transport Network) Core ports, to which the Slovak Republic is bound.

The monitoring system will ensure not only safe navigation, but also protection of port visitors and companies using ports and their commodities. A fast identification of emergencies will be ensured as well as summoning of rescue and emergency services should they be needed, thereby contributing to a mitigation of negative impacts of port emergencies.

The proposed construction of the port monitoring system in the Public Port of Bratislava will be carried out in the Bratislava Region, Bratislava I. District, Bratislava – Staré Mesto Borough (cadastral community Staré Mesto); Bratislava II. District, Bratislava – Ružinov Borough (cadastral community Nivy); and Bratislava V. District, Bratislava – Petržalka Borough (cadastral community Petržalka). In the Public Port of Komárno, the proposed project will be implemented in the Nitra Region, Komárno District, City of Komárno, cadastral community Komárno. Elements of the proposed activity will be built on plots registered as built-up areas and forecourts or as other areas; elements will not be placed on agricultural or forest land.

The proposed project is drafted in Options 1, 2, and 3. The three options of the proposed project vary in the quality and quantity of the monitoring system's structural and technical elements and in the required staffing.

Option 1 enables the construction of a simple visual monitoring system for operators, consisting of a minimal number of static security cameras. It is proposed that the Public Port of Bratislava and the Public Port of Komárno have 16 and 10 static cameras respectively.

The rest of the proposed options, i.e. Options 2 and 3, differ from Option 1 mainly in the fact that they include construction of a new control centre building and new monitoring elements, thereby creating a complex port monitoring system which complies with TEN-T Core operation requirements and the EU's and the Slovak Republic's waterway transport strategic goals.

Compared to Option 1, Option 2 proposes construction of additional port monitoring system elements: an emergency response integrated system control centre building, AIS (Automatic Identification System) base stations, radars, zoom cameras, meteorological sensors, visibility sensors, water quality sensors, VTMS (Vessel Traffic Monitoring System) data processing, VHF radio voice telecommunication networks, backup power supplies, and utility networks connections for the control centre building.

Option 3 proposes construction of the same port monitoring system elements as Option 2. Compared to Option 2, however, it proposes a higher coverage redundancy with a larger number

of monitoring elements with better technical parameters (type 1 + 2). Option 3 also requires a larger number of operators.

Both Option 2 and Option 3 include a complex construction of port monitoring system elements which comply with TEN-T Core requirements. Hardware, its operational deployment, and operability of port monitoring system elements in Options 2 and 3 comply with the EU's and Slovak Republic's waterway transport strategic goals.

Considering the materials and technologies proposed in the investment project we conclude that Option 2 is the most suitable of all the proposed options, on the condition that a water quality sensor is installed at the start of the Little Danube. We propose that Option 2 be carried out. Environmentally, economically, and functionally, it is the optimal solution for the assessed area.

The proposed monitoring system also has a significant positive impact on freight and passenger transport on the Danube regarding the impact on the population and its safety and security, on transport safety, and on higher safety and security of the port and its surroundings. Monitoring of the Danube and its tributaries (via water quality and water level sensors) will also cover environmental risks; this will speed up any remedial action on the river or in the port.

Regarding the impact of electromagnetic radiation from the proposed radars, we do not expect any hygienic limits pursuant to Ministry of Health of the Slovak Republic Ordinance No. 534/2007 Coll. to be exceeded. These limits will be taken into consideration during the planning process. It will be necessary to verify compliance with the limits by carrying out measurements on the edge of the closest residential area. In accordance with Section 4 of Ministry of Health of the Slovak Republic Ordinance No. 534/2007 Coll., objectification of the population's exposure to electromagnetic fields from sources shall be carried out before putting the source into operation and subsequently at least every three years and upon its modification or repair. Implementing the investment project and its equipment will not put the population's health at risk or lead to any anomalies in the health of the local population.

In accordance with Ministry of Environment of the Slovak Republic Ordinance No. 24/2003 Coll. as amended implementing Act No. 543/2002 Coll. on nature and landscape protection as amended, there are no habitats of Community or nationwide importance directly in the area concerned on the premises of Verejné prístavy, a.s., there are no protected areas in this area. The project includes elements outside the premises of Verejné prístavy, a.s. as well, one radar is located in the Pečniansky les Protected Site, which is a part of the SPA Dunajske luhy (SKCHVU007 Birds Directive) and SCI Bratislavské luhy (SKUEV0064 Habitats Directive Sites). The remaining elements are situated outside the protected areas.

Given the nature/design of the proposed port monitoring system elements' installation we do not expect any significant negative impact on protected sites or on the Natura 2000 European network of nature protection areas. Neither the construction nor the operation of the proposed project will have any significant negative impact on the favourable conservation status of habitats and plant and animal species protected under Natura 2000.

Regarding radar number 4 in Options 2 and 3, it is important to take into account the fact that it is placed in a Degree 2 hygienic protection zone and to adapt its construction accordingly. It is not a demanding structure and we do not expect any danger to the water source if the radar is constructed using conventionally available construction methods. The structures need to be secured against the highest maximum discharge of Q100 and Q1000 and against climate change.

We do not expect any change in the flow of groundwater or surface water or in their quality resulting from the construction of the assessed project.

The implementation of the proposed project will not have an impact on any paleontological and archaeological sites or geological sites in the wider surrounding areas. Likewise, operation of the proposed project will not have any negative impact on cultural or historical monuments in the settlements concerned.

The implementation of the proposed project will not lead to any change in the structure and use of the given area. The nature, functional design, and placement of the proposed project does not conflict the zoning plan of the settlements concerned.

The project was consulted with: Regional health office in Bratislava, NGO - Slovak Ornithological Society/SOS Bird Life and Prof. RNDr. Alfred Trnka, PhD., ornitologist and zoologist.

Positive impacts

Positive impacts of the proposed project include:

- timely and effective prevention of emergencies (tanker and vessel accidents);
- timely and effective prevention of environmental damage (oil spills, discharge of waste into water etc.);
- protection of port visitors and companies using ports and their commodities;
- meeting service operation and provision requirements for TEN-T Core ports, to which the Slovak Republic is bound;
- meeting the EU's and the Slovak Republic's waterway transport strategic goals;
- increased attractiveness of the ports of Bratislava and Komárno;
- job creation;
- impact on the territorial development of the settlement concerned;
- implementation of a project which will not have a significant impact on the environment while having significant benefits for the environment.

Negative impacts

The following negative impacts of the proposed project's construction and operation were identified:

- negative impacts during construction (noise from construction vehicles and machines, emissions and dust); these will be short-term and can be minimized by using appropriate technology and construction methods;
- possible felling of trees and taking up of valuable habitats to the extent that it is necessary (approx. 4 m²);
- higher exposure of the local population and biota to electromagnetic radiation, complying with corresponding hygienic limits.

These negative impacts are local and can be minimized through appropriate technical, transport, organisational, and safety measures.

Final evaluation:

Based on an assessment of the environmental impact of the project on the assessed area, after comparing Options 1, 2, and 3 to no action, and assuming measures to prevent, eliminate, minimize, and compensate for the environmental impacts will be taken, we conclude that carrying out the proposed project as described in Option 2 is acceptable, feasible in terms of environmental impacts and society-wide benefits of the investment, and bearable for the assessed area.

We propose that Option 2 be carried out. Environmentally, economically, and functionally, it is the optimal solution for the assessed area.

The EIA documentation submitted is governed by Act No. 24/2006 Coll. on environmental impact assessment as amended; further procedure is specified in the cited Act.

In Bratislava, 03/2020

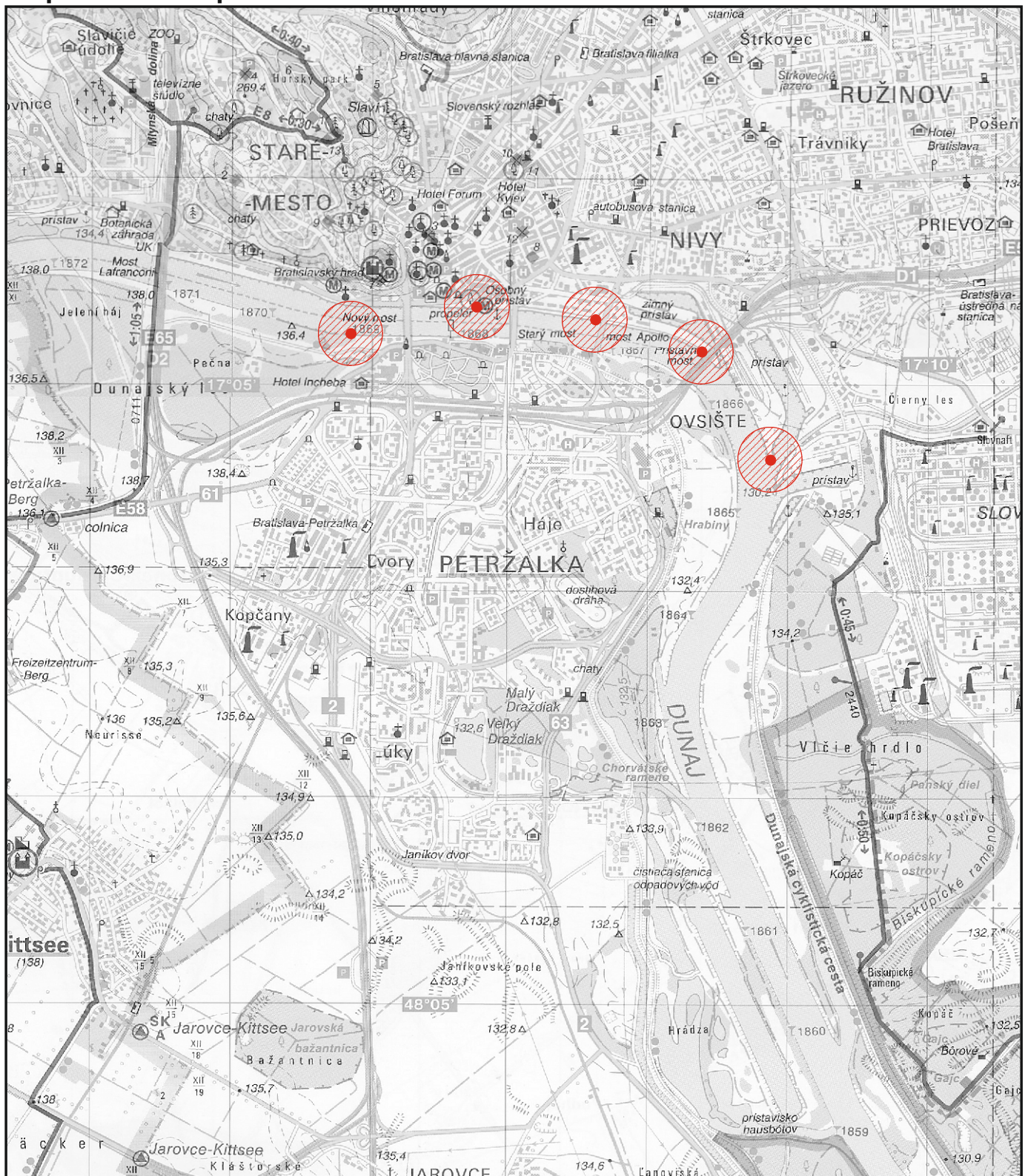
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Project architect: PROENERGY s.r.o., Priemyselná 1851/1, 831 01 Liptovský Mikuláš.



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ANNEXES

Map No. 1a: Proposed radars location in the Public Port of Bratislava



Map Legend:

-  assessed area
-  proposed activity

Date:
March 2020

Proponent:
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Prístavná 10
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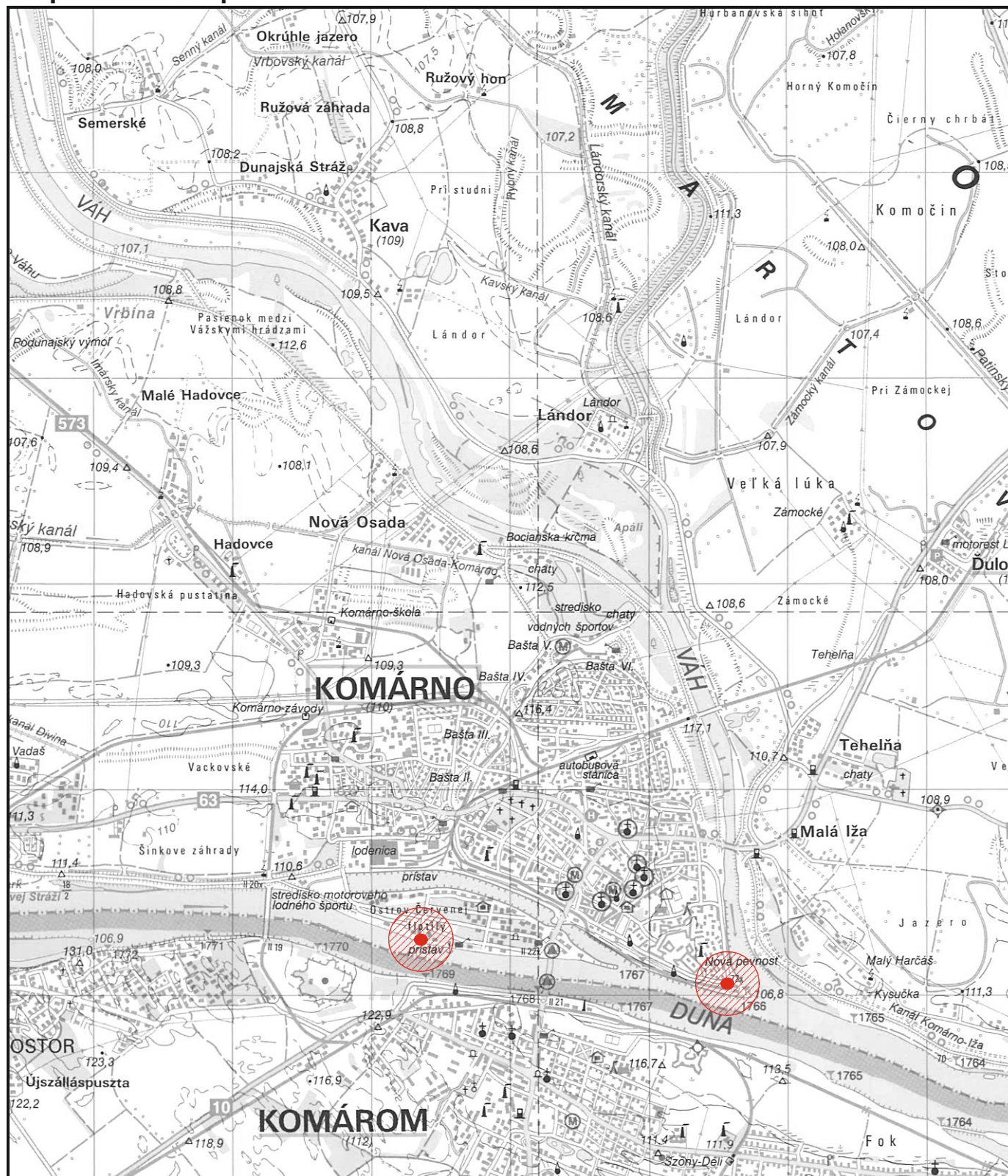
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Scale 1 : 50 000

Map No. 1b: Proposed radars location in the Public Port of Komárno



Map Legend:

-  assessed area
-  proposed activity



Scale 1 : 50 000

Date:
March 2020

Proponent:
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Map No. 2a2: Ortophotomap - Public Port of Bratislava (Option 2)



Ortophotomap © Google Earth 2020

Map Legend:

■ radar type 1

Proponent:

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Project architect:

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Date:

March 2020

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Scale 1 : 4 200

Map No. 2b2: Ortophotomap - Public Port of Komárno (Option 2)



Ortophotomap © Google Earth 2020

Map Legend:

 radar type 1

Proponent:

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Project architect:

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Date:

March 2020

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Scale 1 : 8 100

Map No. 2a3: Ortophotomap - Public Port of Bratislava (Option 3)



Ortophotomap © Google Earth 2020

Map Legend:

-  radar type 1
-  radar type 2

Proponent:

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Project architect:

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Scale 1 : 4 200

Map No. 2b3: Ortophotomap - Public Port of Komárno (Option 3)



Ortophotomap © Google Earth 2020

Map Legend:

-  radar type 1
-  radar type 2

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Date:

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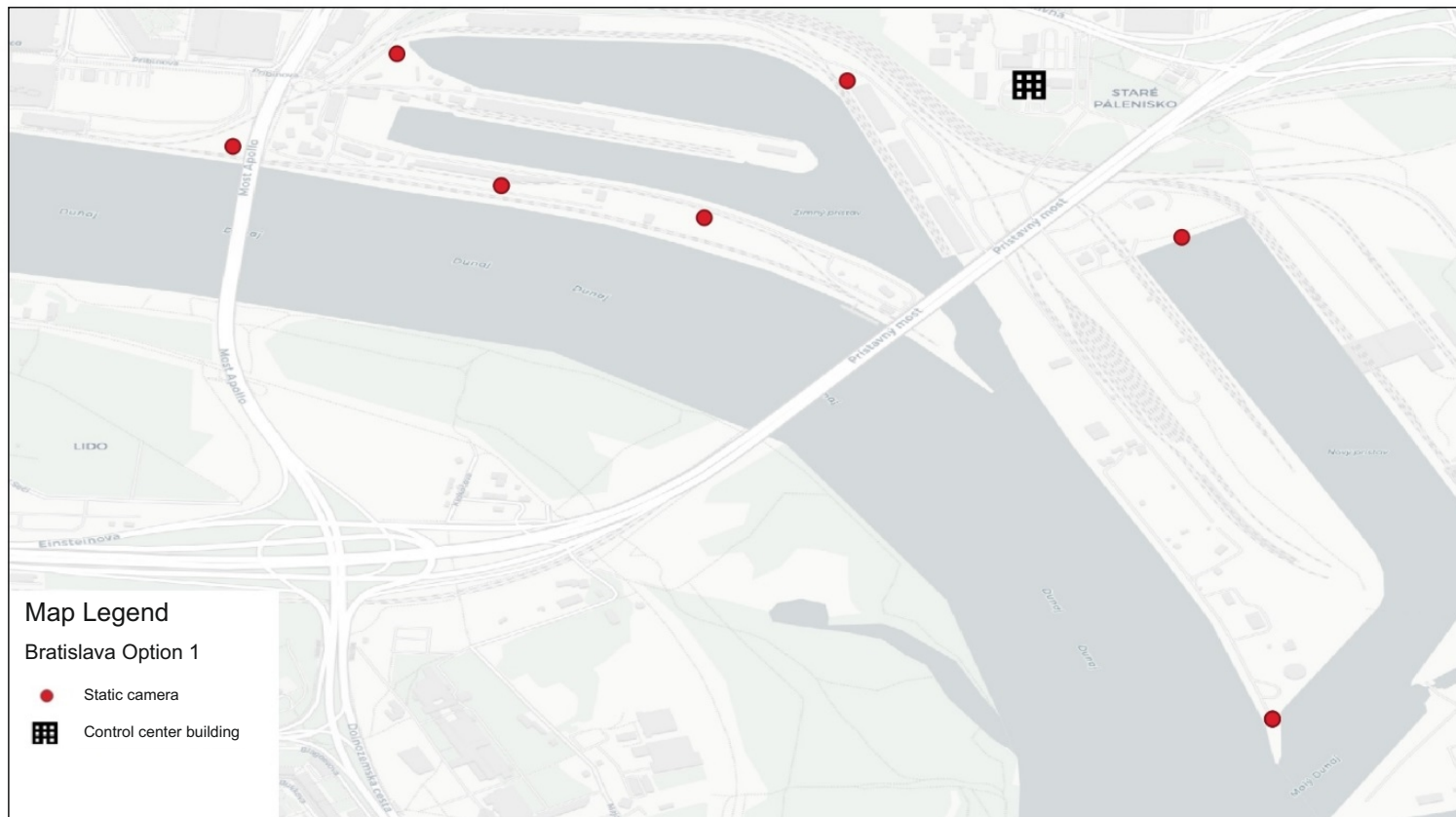
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Scale 1 : 8 100

Map No. 3a: Coordinate situation (Option 1)



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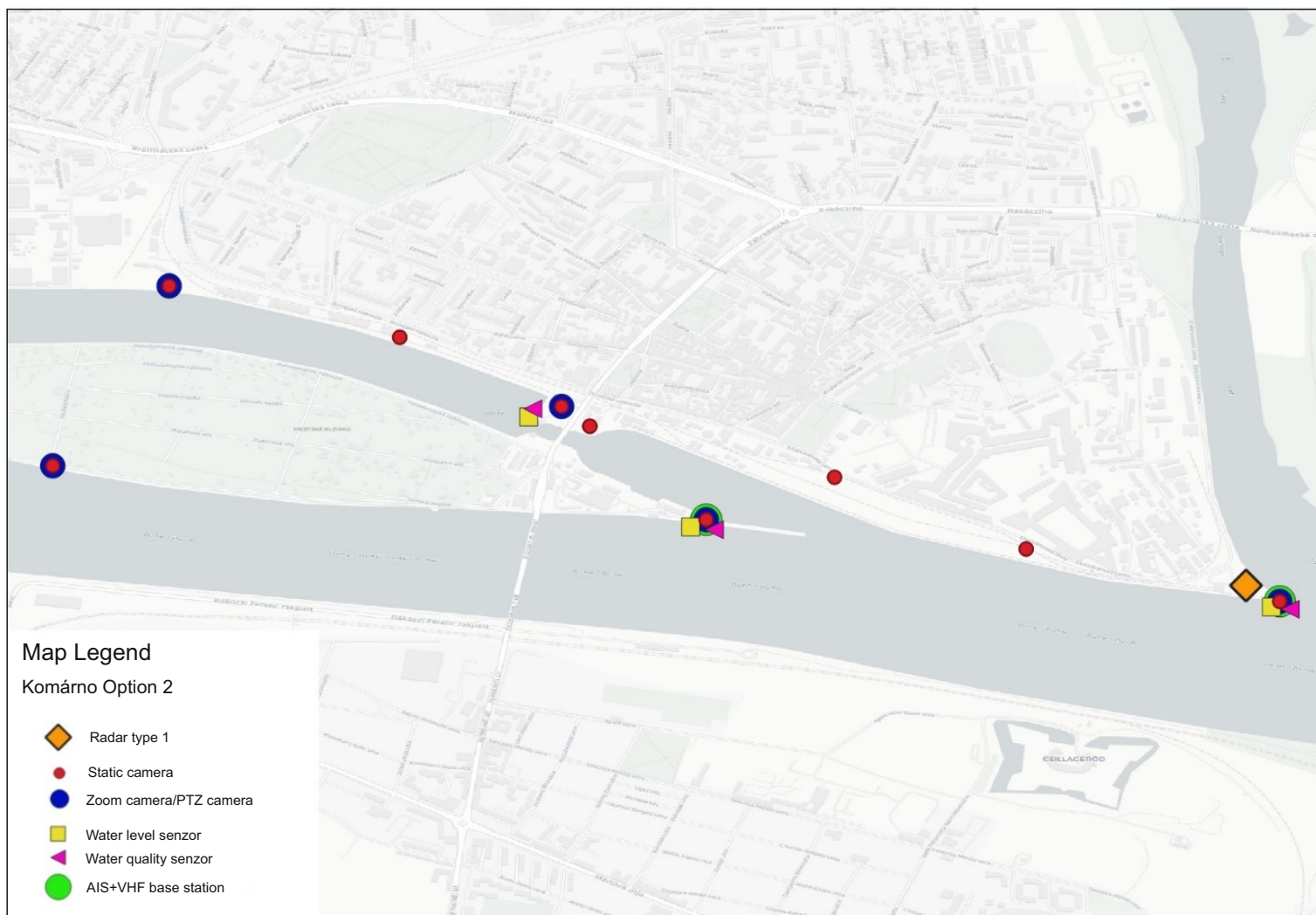
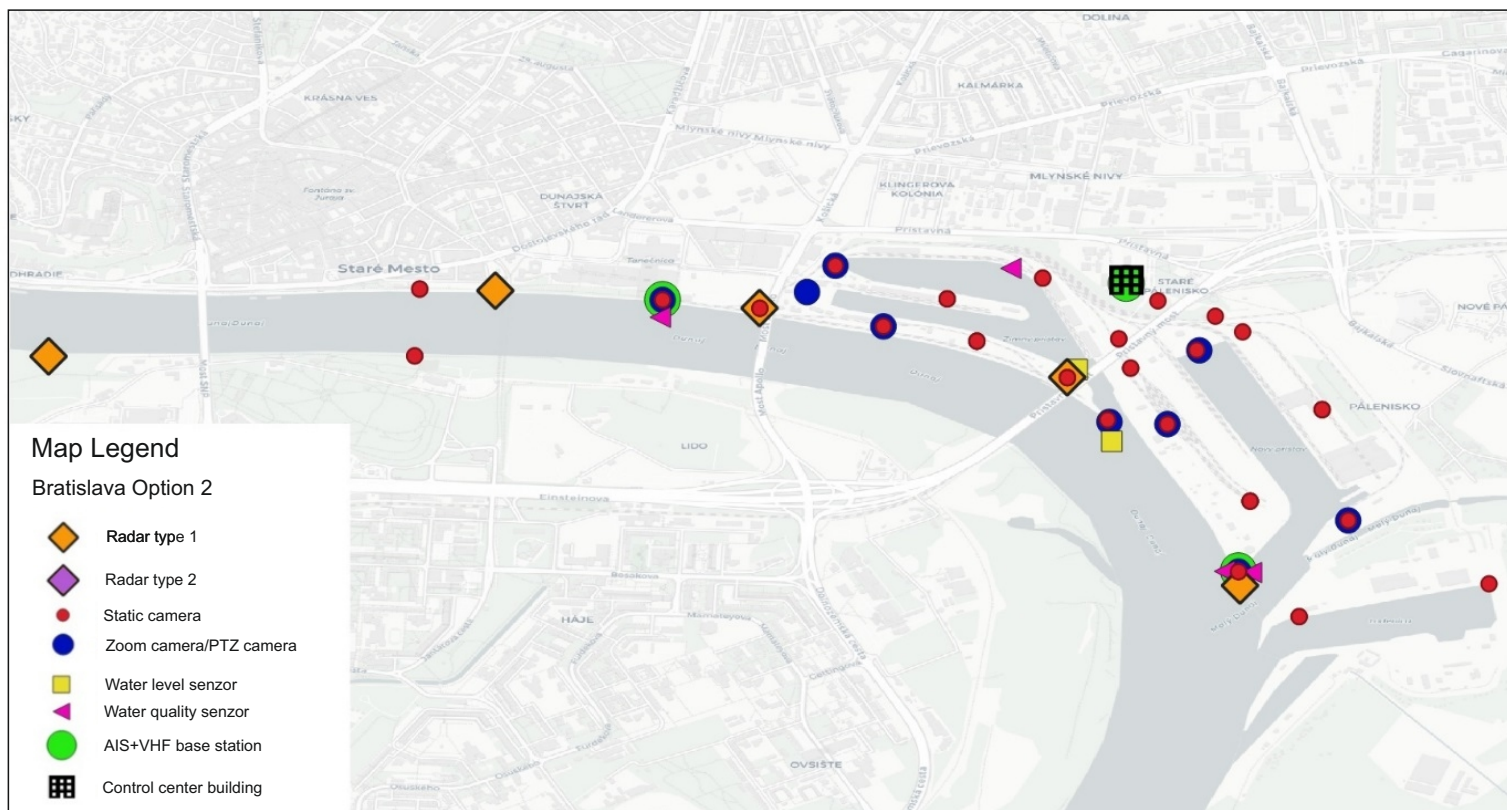
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Date:
March 2020

Scale 1 : 5 000

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Map No. 3b: Coordinate situation (Option 2)



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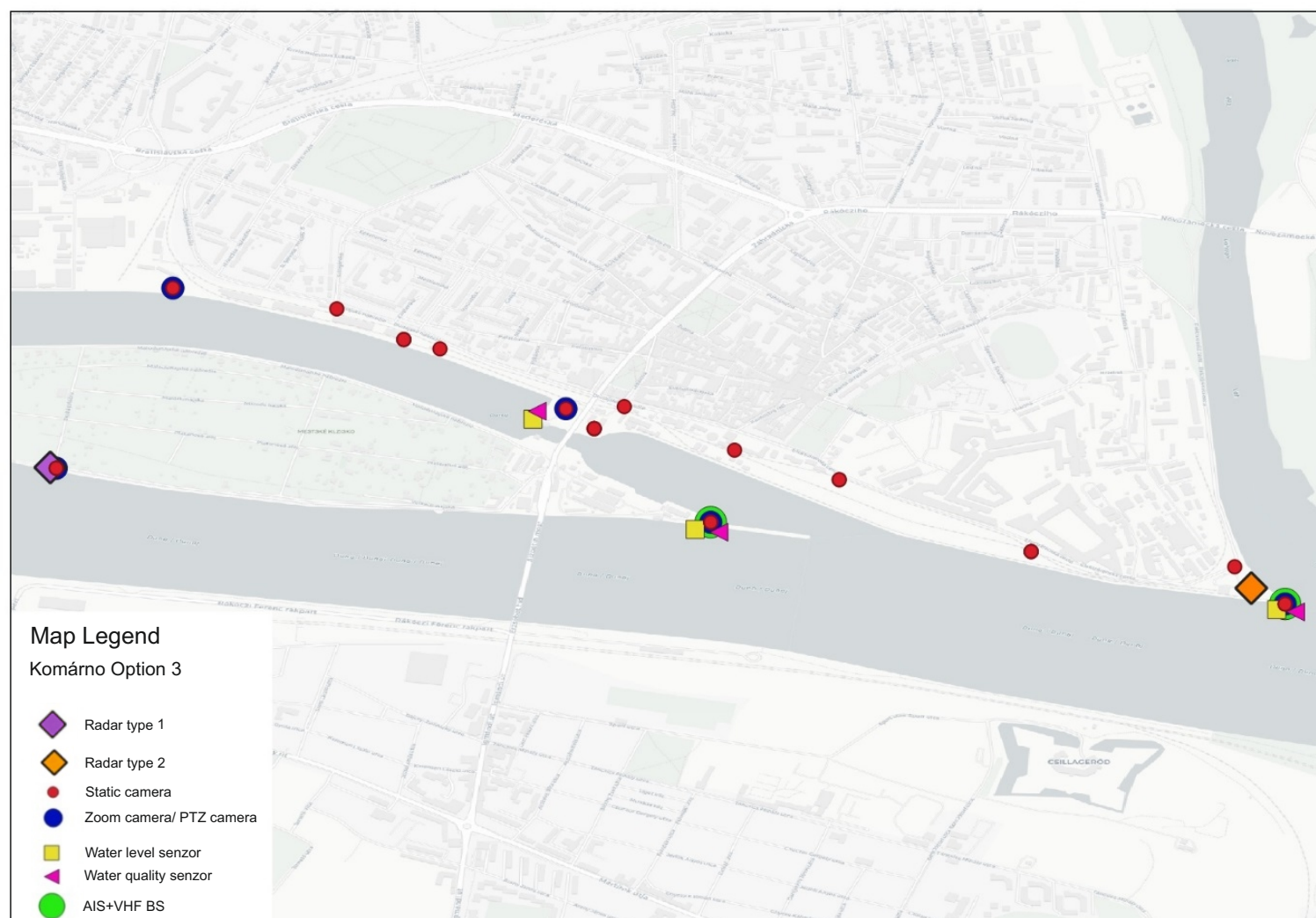
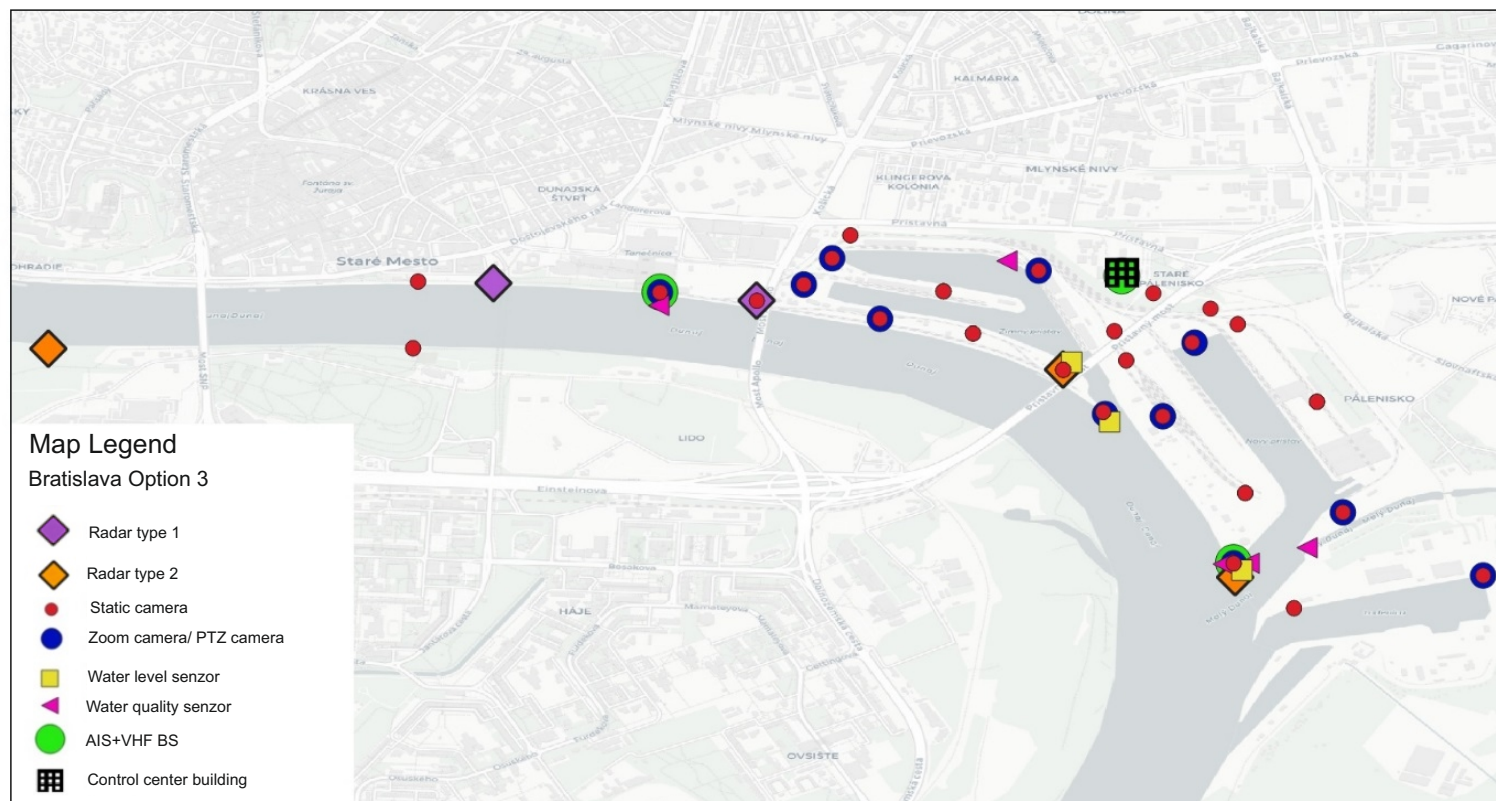
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Date:
March 2020

Scale 1 : 5 000

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Map No. 3c: Coordinate situation (Option 3)



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Scale 1 : 5 000

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