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2013-09-04 Case number:
NV-05464-13

Bundesamt für Seeschifffahrt
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Answer to notification pursuant to the Espoo Convention regarding the offshore wind farm Windanker in the German EEZ in the Baltic Sea

Germany has, according to the ECE Convention on Environmental Impact Assessment in a Transboundary Context (Espoo Convention) notified Sweden regarding a planned offshore wind farm north-east of Rügen in the German Exclusive Economic Zone (EEZ).

Sweden hereby acknowledge the receipt of the notification and declares a wish to participate in the consultation regarding the Environmental Impact Assessment (EIA) of the project.

Consultation in Sweden

Pursuant to the Ordinance on Environmental Impact Assessment (SFS 1998:905), the Swedish Environmental Protection Agency (SEPA) is the responsible authority for fulfilling obligations regarding environmental impact assessment in a transboundary context.

The material has been referred for comments to Swedish government authorities, organisations and other parties concerned during the period from 25 June 2013 to 23 August. The documents have been made available on the website of the agency.

SEPA has received answers from the Swedish Agency for Marine and Water Management, the Swedish Maritime Administration, the Swedish Transport Administration, the Swedish Coast Guard, the National Defense Radio Establishment, the Swedish Transport Agency, the Geological Survey of Sweden, the Swedish National Grid, the National Board of Housing, Building

and Planning, the Swedish Energy Agency, the Swedish Environmental Protection Agency (acting as the competent expert authority regarding environmental protection), the Swedish Ornithological Society and the Swedish Fishermen's Federation. Statements with comments written in Swedish, have been translated into English.

Statements received

For a comprehensive view of the comments, we refer to the enclosed statements. A brief summary of the statements is included below.

The National Defense Radio Establishment, the Swedish Energy Agency, the National Board of Housing, Building and Planning, the Swedish Transport Agency and the Swedish National Grid have no objections to the proposed project or abstain from commenting on the document received. Those statements have not been translated.

The Swedish Agency for Marine and Water Management states that the EIA report should include a description of the marine flora and fauna and existing habitats. The description of the fish should include seasonal variations and migration routes. Any areas for spawning fish and existing areas with high ecological values should be reported.

The EIA report should include the cumulative impacts including those from sedimentation, noise, underwater noise and electromagnetic fields, on habitats, species and their migration patterns. Furthermore there should be a description of the different types and methods of constructions as well as the impacts related to the chosen constructions. A description of mitigation and precautionary measures to be undertaken should also be included.

Any reef effects caused by the underwater constructions should be reported, including the risk of spreading of non-indigenous species. A control program for monitoring environmental impacts during the different phases of the project should be elaborated on and an analysis of how the project's environmental impacts relate to the descriptors of the EU Marine Strategy Framework Directive should be included.

The Swedish Maritime Administration would like to draw attention to the fact that any significant changes in the traffic pattern and routes, engendering detours and thus increasing the distances to the vessels' destination points, could impose an additional burden on shipping and entail some unwelcomed environmental effects. Taking into account the cumulative effects of other wind farms, it would be of vital importance to identify the spatial needs of shipping in regard to current as well as future traffic in the area. Further reservation of appropriate corridors would secure enough space with the aim of avoiding significant constraints for shipping as well as a further burden on the environment.

The Swedish Transport Administration observed that Windanker will be located in the near vicinity of several major shipping lanes and that traffic is very dense in several directions nearby. This will require special attention throughout the

construction phase, to transport to the construction area and when preparing the marking of ready installations.

The Swedish Coast Guard has no objections to the planned wind farm but considers that the EIA should contain information about an environmental rescue plan. The Swedish Coast Guard requests information, well in advance, before the work begins and ends, and should be kept informed of how the work is proceeding during the construction phase, as that information would be helpful to the work in planning its activities and ensuring a sufficiently high level of preparedness in its environmental rescue service. Contact information is supplied. Furthermore, factors relating to air safety must be taken into consideration.

The Geological Survey of Sweden (SGU) judges that work on the planned facility, especially the laying of the facility's internal connecting cables in the fine sediment sludge (Sw: gyttjiga finsediment) in the area, will cause considerable water turbidity/dissemination of suspended materials. The material in question is young, probably in part recent clay and sludgy (Sw: gyttjiga) sediment, and the activity is therefore likely to stir up anthropogenic environmental toxins now bound in the sediment. Suspended material, including environmental toxins from the area, could be expected in the depository bottoms of the Swedish EEZ.

The Swedish Environmental Protection Agency (SEPA) (acting as the competent expert authority regarding environmental protection) stresses that with the increasing establishment of wind farms in the southern Baltic Sea, the cumulative effects will become apparent and planning of the sea vital. The EIA for Windanker should include existing and planned wind parks in the area as well as an account of the cumulative effects on migration and feeding species, in particular birds. The planning ought to include proposals for migration corridors, a study of the full spring and autumn migration of cranes and an account of mitigation measures during the construction phase regarding the harbour porpoise.

The Swedish Fishermen's Federation would like to submit, as a general point of view, that it is important to take into account the fisheries conducted in the area as well as the fish stocks in the area.

The Swedish Ornithological Society (SOF) comments that fairly low numbers of birds have been documented in the project area. The indication of Razorbill and Common Guillemot feeding in the project area requires the planned environmental surveys to confirm that the Windanker wind farm will not pose a substantial risk to these or other sea birds. The Society comments on the cranes' migration from Sweden to Rügen and finds it unlikely that just a few hundred cranes would pass through the proposed area and requests, as does SEPA, a study in which at least one full spring and autumn migration of cranes is appropriately documented. SOF emphasizes the importance of mitigations to avoid adverse negative impacts on birds, such as appropriate lighting.

For the Swedish Environmental Protection Agency

Torunn Hofset
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Point of Contact for the Espoo Convention

Enclosure: Statements received

The Swedish Agency for Marine and Water Management
The Swedish Maritime Administration
The Swedish Transport Administration
The Swedish Coast Guard (translated version enclosed)
The National Defense Radio Establishment
The Swedish Transport Agency
The Geological Survey of Sweden (translated version enclosed)
The Swedish National Grid
The National Board of Housing, Building and Planning
The Swedish Energy Agency
The Swedish Environmental Protection Agency (acting as the competent expert authority regarding environmental protection)
The Swedish Ornithological Society
The Swedish Fishermen's Federation.

Cc

Ministry of the Environment, Sten Jerdenius