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SEA case example: SEA of the Bratislava Port Master Plan (Slovakia)

26 October 12:30 – 13:50 CET

*Subregional Workshop on the Practical Application of SEA and Transboundary
EIA, 26 – 27 October 2020*

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MAPY.CZ

0 50 100 150 km

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Background information

- **Bratislava Public Port**
 - Important part of the national water transport system;
 - First established in 1897, further major development in 1970 – 1985;
 - Mainly cargo port, with limited capacity for passengers vessels;
 - Close to the Bratislava City center;
- **Purpose of the Master Plan**
 - To estimate future demand on the various Port's services;
 - To define a long-term concept for development of the Port;
 - To determine general spatial arrangements for specific aspects and functions of the Port (in alternatives) – Multi-Criterial Analysis (MCA) applied to select alternatives.



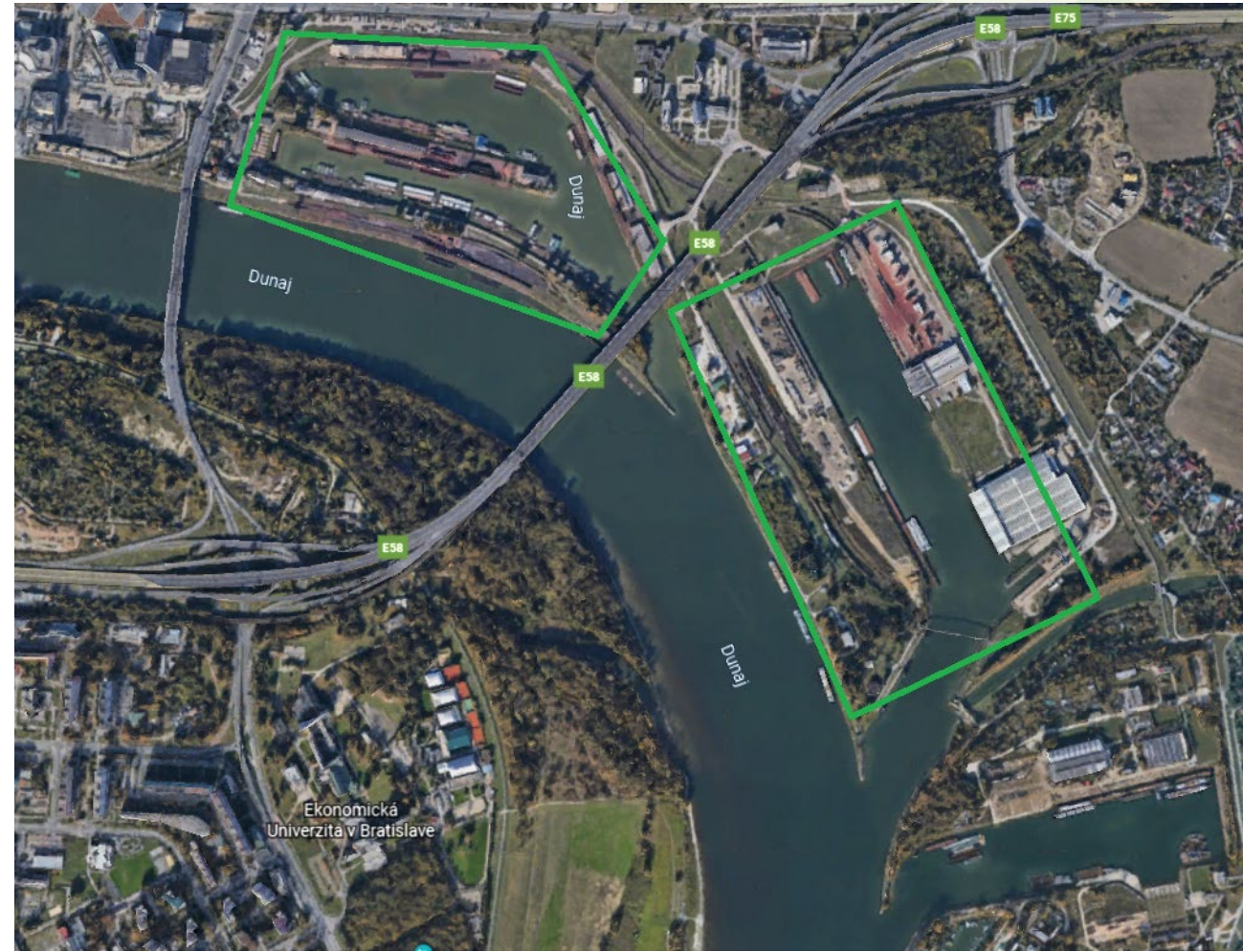
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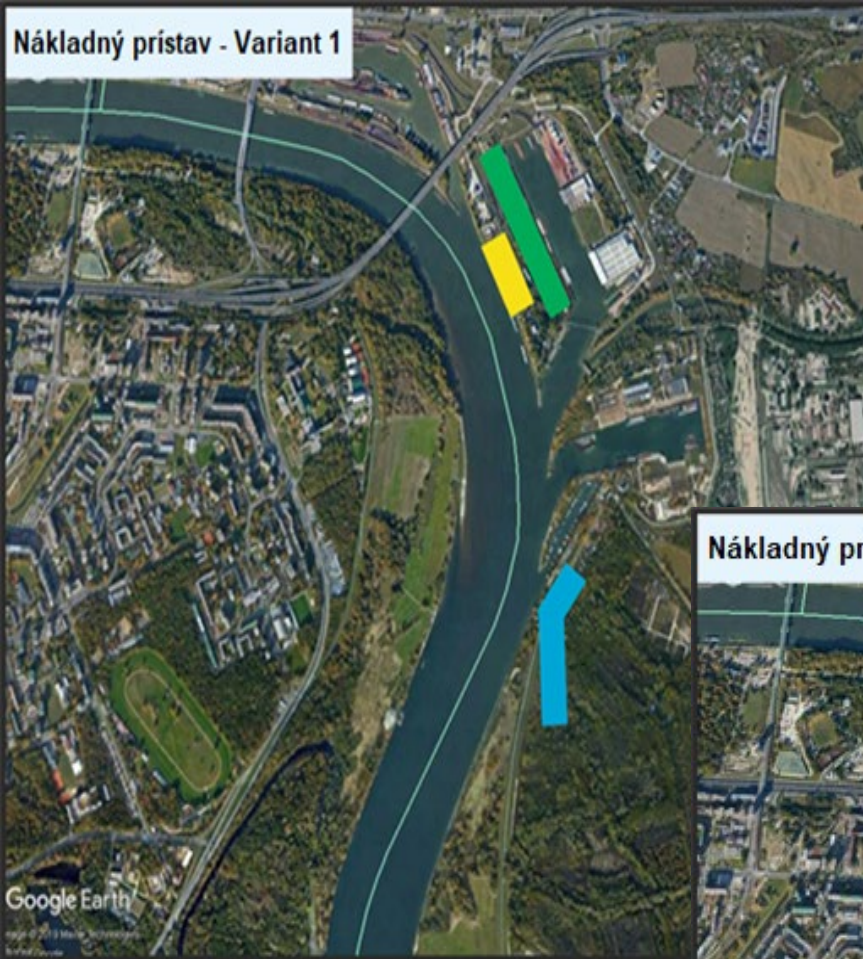
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Proposed development of the Port (alternatives)

- Reallocation of cargo terminal further from the City center
- Reallocation of winter terminal further from the City center
- Increased capacities for private boats and cruises (new terminal)
- New intermodal terminal
- LNG terminal and other new services (petrol station, solid waste management system)



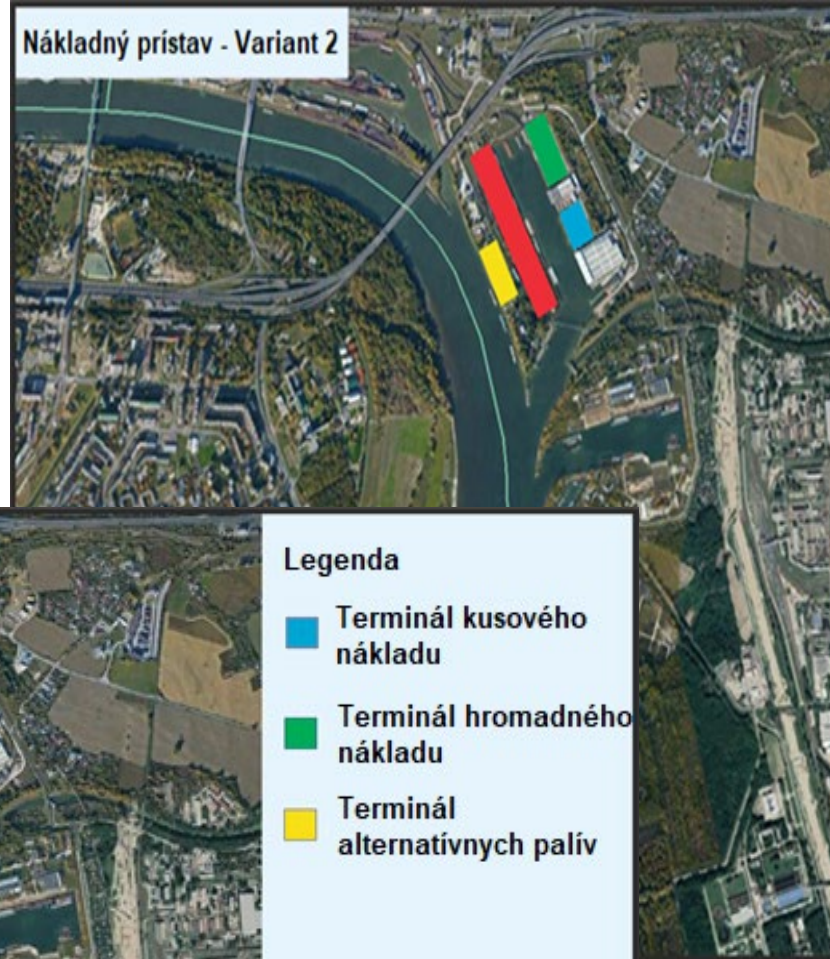
Nákladný prístav - Variant 1



Legenda

- Nový bazén - lokalita Vlčie hrdlo
- Terminál hromadného nákladu
- Terminál alternatívnych palív

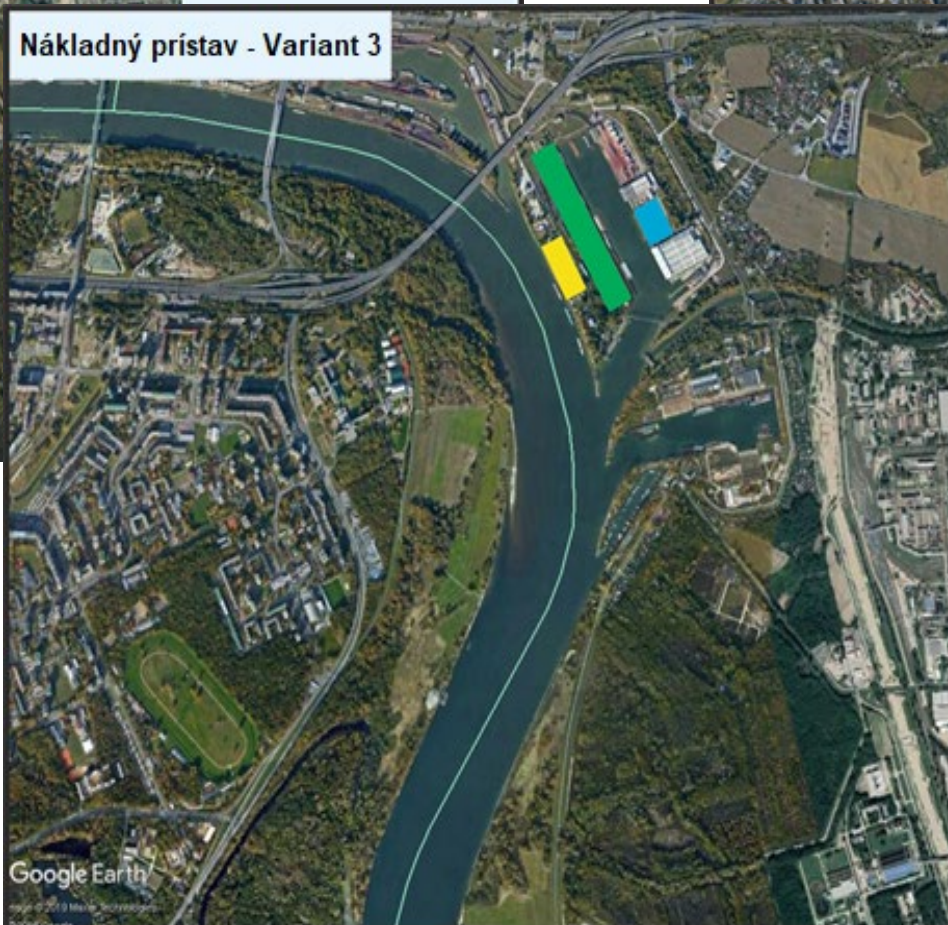
Nákladný prístav - Variant 2



Legenda

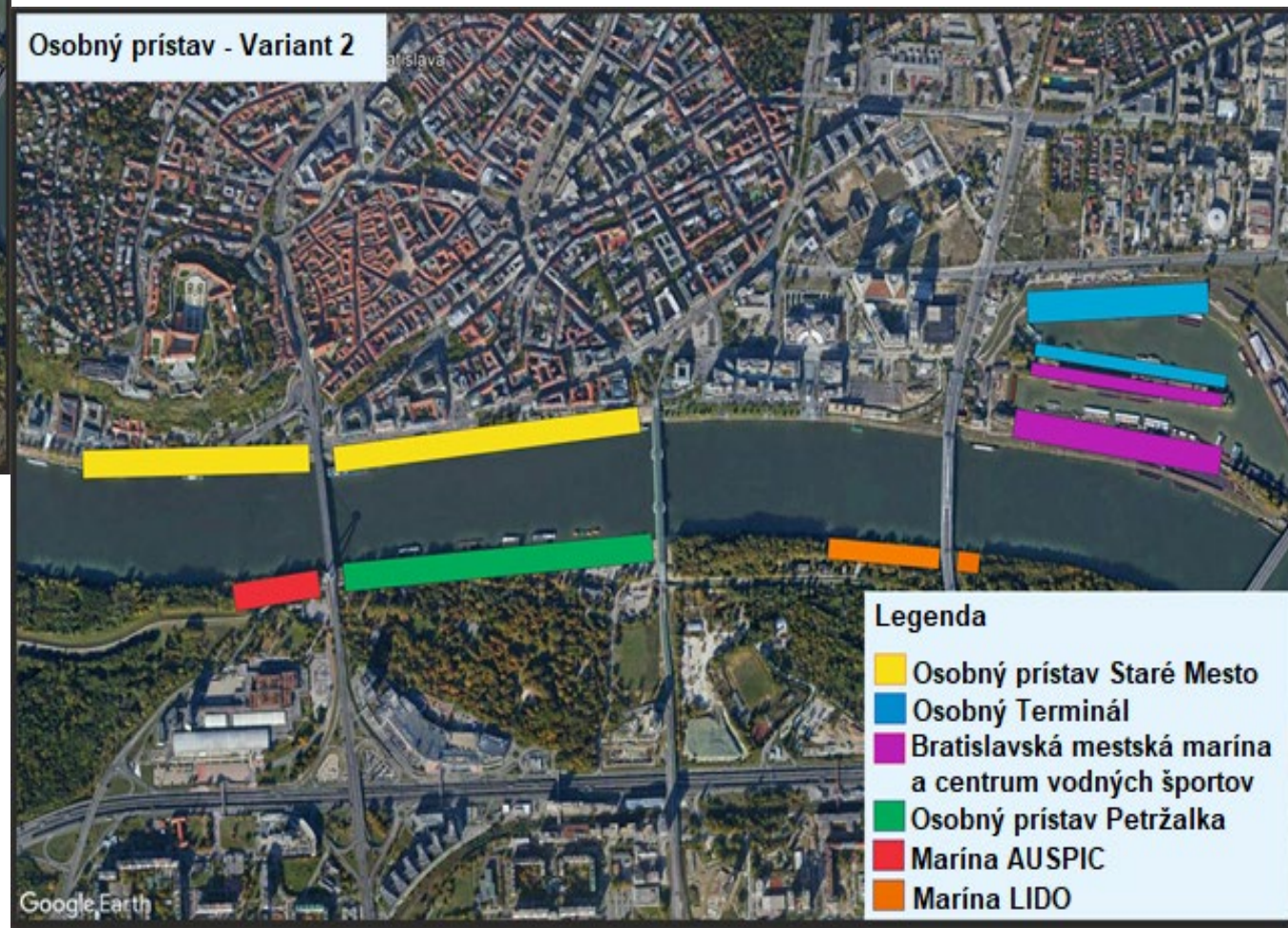
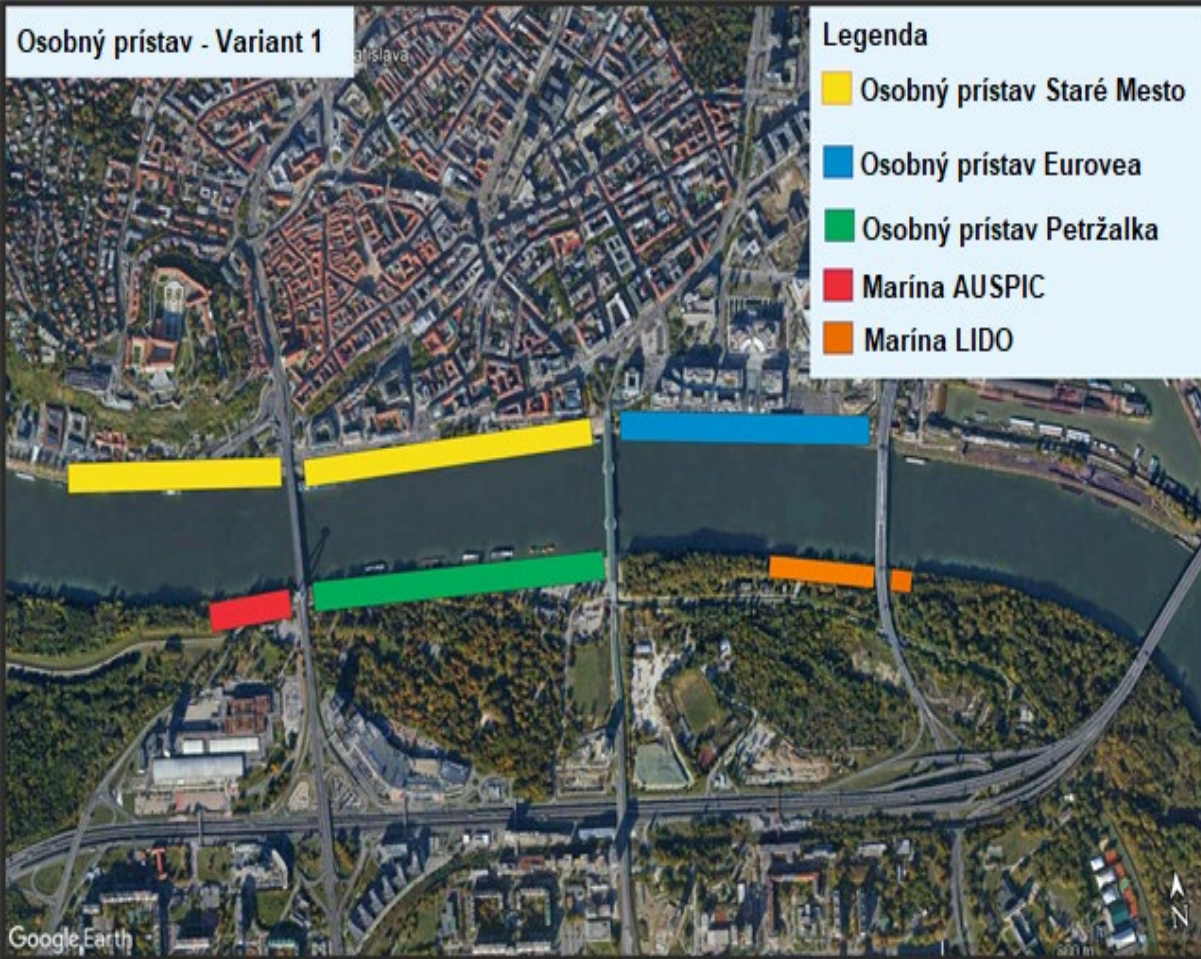
- Terminál kusového nákladu
- Terminál hromadného nákladu
- Terminál alternatívnych palív
- Terminál intermodálnej prepravy

Nákladný prístav - Variant 3



Legenda

- Terminál kusového nákladu
- Terminál hromadného nákladu
- Terminál alternatívnych palív



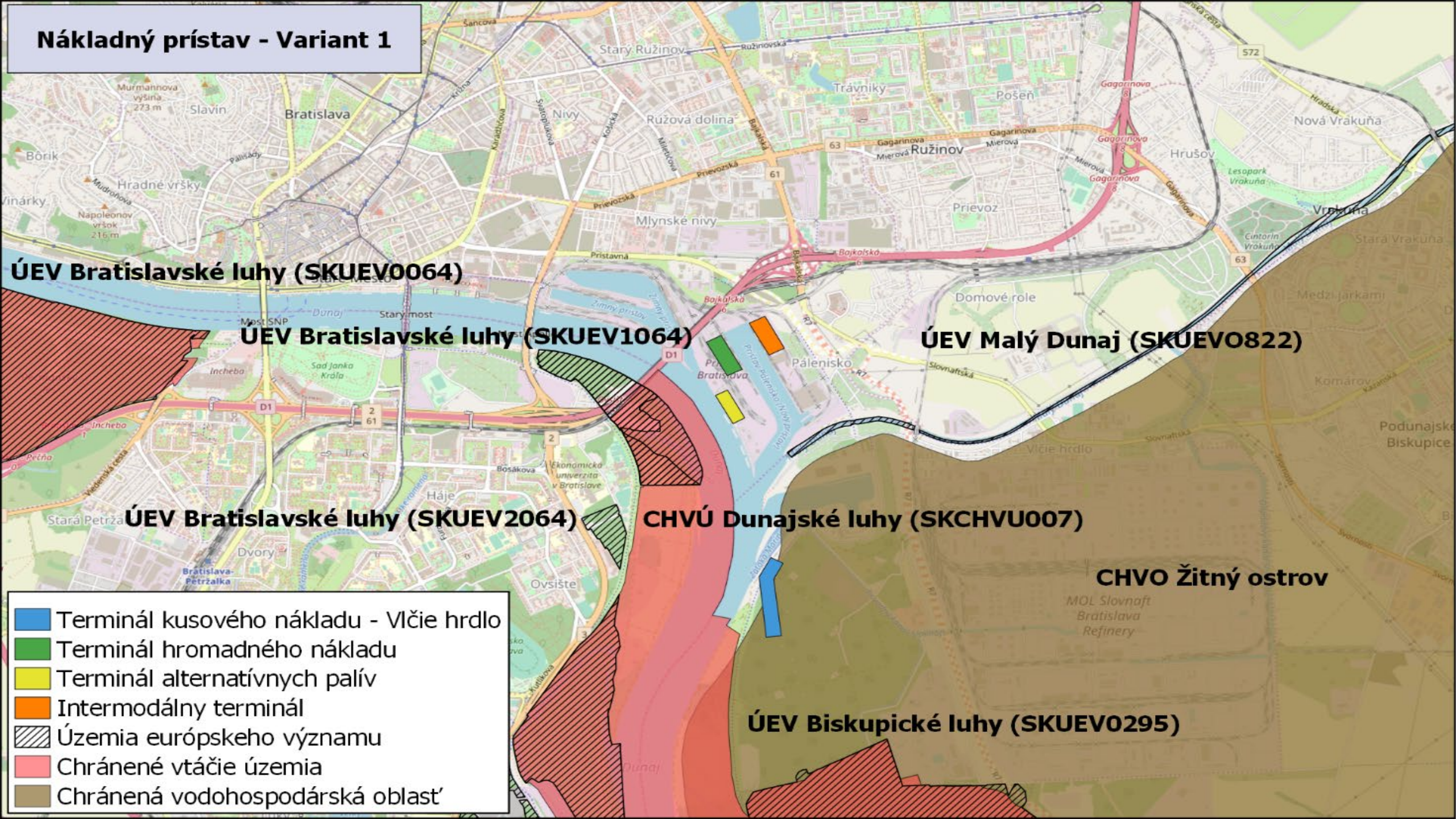


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Approach to SEA

- Combination of qualitative assessment and spatial analyses
- Emphasis on evaluation and comparison of alternatives (including 'business as usual' scenario i.e. no further development of the Port)
- Providing inputs to Multi-Criterial Analysis (MCA)
- Key issues: air quality, water resources, soil, nature and protected areas (including Natura 2000), waste, climate change risks, noise, culture heritage, health

Nákladný prístav - Variant 1



Environmental (including health) issue	Location			Comments
	Pále nisko	Zimný prístav	Osobný prístav	
1. Air quality				
Air emissions from operations in the port (vessels)	1	1	1	A frequency of shipping and the type of fuel(s) need to be considered in further assessment. Assessment shall consider effects to the city centre (from operations getting close/closer, in particular regarding PM) and also likely positive effects resulting from relocation of the cargo port to the Pálenisko.
Air emissions from the land transport related to the port: cargo transport	1	1	0	The cargo transport to/from the port significantly affects the quality in the areas along the transport routes. Also transport for LNG terminal operations needs to be considered.
Air emissions from the land transport: passengers transport	0	1/0	1	Impacts on the air quality in the vicinity of new P&R capacities and access roads (mainly local – up to approx. 500 m distance – but potential significant).

Environmental and health issues	Likely effects														
	Cargo port – Alt. 1			Cargo port – Alt. 2			Cargo port – Alt. 3			Passengers port – Alt. 1			Passengers port – var. 2		
Air	-2			-1			-1			-1	-2		-1		
Water resources	-2			-1			-1			-1			-1	+1	
Soil	-2			?			?			?			?		
Nature and protected areas	-2			-1			-1			-1			-1		
Waste	-1			-1			-1			-1			-1	+1	
Climate change risks	-1	0	?	-1	0	?	-1	0	?	-1	0	?	-1	0	?
Noise	-2			-1	-2		-1			-1			-1	-2	
Health	-1			+1			+1			-1			+1		
Cultural heritage	0			0			0			0			+1		



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SEA conclusions and results

- BAU scenario will mean a 'missed opportunity' to upgrade the Port's services and thus reduce current adverse effects on the environment
- Alternative 1 of cargo port evaluated as unacceptable due to likely significant effects on nature protection
- Likely effects of other alternatives can be effectively mitigated
- Likely environmental and health effects fully considered in MCA
- Alternative 1 of cargo port excluded from the final draft Master Plan
- The public hearing to be organised when Covid-19 restrictions allow so