

ADM Document Title:

**Authority Decision #N2019/01313/BI
Permit to explore the continental shelf
within the Swedish economic zone in the
Baltic Sea, pursuant to the Swedish Act
(1966:314) on the Continental Shelf**

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The Ministry of Enterprise and Innovation

Mannheimer Swartling Advokatbyrå AB
Att. attorney Therese Strömshed and
lawyer Frida Andersson
Box 4291
203 14 Malmö

Application for permit pursuant to Section 15 a of the Continental Shelf Act (1966:314) for the laying of a pipeline on the Swedish continental shelf in the Baltic Sea

The Government's decision

Pursuant to Section 15 a of the Continental Shelf Act (1966:314), the Government grants Operator Gazociągów Przesyłowych GAZ-SYSTEM S.A. (the company) a permit to lay a pipeline for natural gas on the continental shelf outside of Sweden's territorial boundary in accordance with the route and coordinates set forth in *appendix 1*.

The permitted measures required for the laying of the pipeline must be finalized no later than 31 December 2026.

The following conditions apply for the permit.

1. Unless otherwise stated in the conditions below, the operation shall be designed and conducted mainly in accordance with what the company has stated in the permit application and in other related documents in the matter.
2. In order to safeguard the possibility to use and repair existing submarine cables and pipelines at the continental shelf, the company shall consult the identified owners of the existing submarine cables and pipelines with respect to the technical aspects of the pipeline's crossing of each submarine cable and pipeline.

3. The company shall inform the Swedish Maritime Administration and the Swedish Coast Guard at least six (6) weeks before the laying of pipeline operations commences. The company shall thereafter continuously inform the Swedish Maritime Administration and the Swedish Coast Guard about the progression of the operation as well as when the work is completed, in order for the Swedish Maritime Administration to keep the maritime transport informed via international established systems, such as NtM (*Notification to Mariners*), ENC (*Electronic navigational chart*) and navigation alerts. The same applies for maintenance work, where such information shall if possible be provided at least one (1) month in advance, or otherwise as soon as possible.
4. The company shall at least three (3) months before the pipe-laying operation commences, hold consultations with the Swedish Maritime Administration, the Swedish Transport Agency and the Swedish Coast Guard regarding the measures required for protecting the maritime transport against disturbances and to ensure the safety of ships passing in the shipping lanes C – G as set out in Table 8-88 of the Impact Assessment, see *appendix 2*. The company shall bear the costs for these measures. The company shall follow the instructions provided by the Swedish Maritime Administration, the Swedish Transport Agency and the Swedish Coast Guard.
5. After laying the pipeline, the company shall notify the Swedish Coast Guard, the Geological Survey of Sweden (SGU), the Swedish Maritime Administration, the Swedish Meteorological and Hydrological Institute (SMHI), and the Swedish Armed Forces – and the fishing organisations that the company in consultation with the Swedish Board of Agriculture consider as relevant – of the exact route of the pipeline and its contact with the seabed along the route on the Swedish continental shelf. Information shall be provided in the coordinate form that each authority and organisation requests.
6. During the construction phase, and during the operational phase when maintenance work is carried out, the company shall implement temporary safety zones of 1.000 - 1.500 metres around the pipe-laying vessels and 500 metres around other project related vessels.
7. The company shall establish a control program for monitoring, surveys and studies of the operations before and during the construction and operational phases. The

control program shall be drafted in consultation with the Swedish Coast Guard, SGU, the County Administrative Board of Skåne, the Swedish Maritime Administration, the Swedish Transport Agency, the Swedish Agency for Marine and Water Management and SMHI. The control program shall be subject to review and amendments if necessary. Conducted surveys, studies, etc. in accordance with the control program shall be made available to each authority.

The control program shall also include monitoring of measures necessary for the restoration of the seabed, annual preparation of a plan regarding, *inter alia*, monitoring, control, inspection and maintenance during the operational phase, as well as analyses of contamination levels in the sediment, and the drafting of an action plan with proposals for precautionary measures in the event of high levels of contamination.

8. Waste shall be sorted at source and stored in accordance with a waste management plan drafted by the company. The waste shall be transported to land for disposal in accordance with applicable regulations for the waste in question.
9. If munition objects or other undetonated warfare agents are identified within the pipeline corridor during the company's UXO-surveys, the company shall be responsible for ensuring that these objects are in first hand avoided through re-routing or secondly are subject to munition clearance if so is required from a safety perspective. The Swedish Coast Guard, the Swedish Armed Forces (to vb-mts@mil.se), the Swedish Maritime Administration and the County Administrative Board of Skåne shall be informed prior to the munition clearance. Furthermore, the Company is obliged to consult with the County Administrative Board of Skåne no later than three (3) months prior to the planned munition clearance regarding adequate protective measures in order to, as far as possible, reduce high emission levels of underwater noise. Munition clearance of unexploded ordnance identified during the UXO-surveys are not allowed during the period November–April. Munition clearance of unexploded ordnance within the Natura 2000 area “Sydvästskaanes utsjövatten” (SE0430187) is also not allowed during the period June–August.
10. What is prescribed above (c. 9) with respect to time restriction for munition clearance, shall not apply in relation to such unexploded ordnance which may be found first when construction works are carried out and which could not reasonably

have been identified during the UXO-surveys. In such case of munition clearance, the company shall consult with the Swedish Coast Guard, the Swedish Armed Forces, the Swedish Maritime Administration and The County Administrative Board of Skåne as soon as is practically possible before the clearing, and thereafter take adequate protective measures in order to, as far as possible, mitigate the risk of affecting harbour porpoise and cod.

11. Within the zones 39G3 and 39G4, construction works in form of trenching cannot be performed during the period June–July.
12. The company shall draft contingency plans for the construction phase (for possible accidents during the construction work) and the operational phase. The contingency plans shall, in accordance with the Helsinki Commission (HELCOM) guidelines, contain action plans to minimize the effects of any possible accidents.
13. Restoration of the seabed after the laying of the pipeline shall be carried out in such a way that the depressions with stagnant bottom water with oxygen deficiency, caused by the company's actions, are avoided, that the substrate composition adjacent to the pipeline is maintained as far as possible and that the resuspension of fine particulate material is minimised when backfilling masses after trenching.
14. The company shall continue to consult with the County Administrative Board of Skåne regarding the implementation of an archaeological investigation pursuant to Chapter 2 of the Cultural Environment Act (1988:950) and lay down the pipeline in a way avoiding any damage on archaeological sites.
15. A copy of all collected geological and geotechnical information from the company's investigations and studies from the Swedish continental shelf area before and during the construction and operational phases, raw data as well as interpretations and summaries, shall continuously be submitted SGU in the form that is stated in the control programme. Before sending the information, SGU should be contacted at sgu@sgu.se.
16. Well in advance before the pipelines are taken out of operation, the company shall, in consultation with the concerned authorities, draft a decommissioning program. The operation shall be considered as closed down if the company chooses not to

continue with the transport of natural gas through the pipeline during a continuous period of two (2) years.

Furthermore, the Government emphasises the following.

The activities shall be conducted in accordance with what the company has committed to during the consultation performed by the Swedish Environmental Protection Agency in accordance with the Convention on Environmental Impact Assessment in a Transboundary Context (the Espoo Convention), including the obligation to process information obtained in and in close proximity to NATO training areas within the Swedish exclusive economic zone.

The Act (1996:518) on Liability for Damage to Underwater Cables and Pipelines, etc. sets forth provisions on compensation to owners for the cost of repairing damage to the said facilities.

The matter

The company's application

On 19 March 2019, the company applied for the Government's permit pursuant to Section 15 a of the Continental Shelf Act to lay down and maintain a pipeline for natural gas on the continental shelf in Sweden's exclusive economic zone, within the pipeline corridor set forth in *appendix 1* and mainly in accordance with what is stated in the application and its appendices. The pipeline corridor is intended to pass through the Natura 2000 area "Sydvästsånes utsjövattnen".

SGU's preparation

On 11 April 2019, the Government appointed SGU to prepare the application by obtaining supporting documents and referring the application as well as submitting its own opinion with a proposal for a decision to the Government. SGU presented its assignment on 26 September 2019.

The consultation bodies' comments on the company's application

The application, together with accompanying appendices, has been referred to the National Board of Housing, Building and Planning, the Swedish Energy Markets Inspectorate, the Swedish Armed Forces, the Swedish Agency for Marine and Water Management, the Legal, Financial and Public Procurement Agency, the Coast Guard, the County Administrative Board

of Skåne (the County Administrative Board), the Swedish Civil Contingencies Agency, the Environmental Protection Agency, the Swedish Police Authority, the Swedish National Heritage Board, the Swedish Maritime Administration, the Swedish Energy Agency, the Swedish Geotechnical Institute (SGI), the Swedish Board of Agriculture, the Swedish National Maritime and Transport Museums, Stockholm University (Baltic Sea Center), the Swedish University of Agricultural Sciences, the Swedish Meteorological and Hydrological Institute, the Swedish Transport Administration and the Swedish Transport Agency.

No referral body has rejected the application. Some referral bodies have proposed conditions and provided emphasises and comments regarding shipping lanes, fishing, information and consultation as well as protective measures for the marine environment. The referral bodies have mainly stated the following.

The Swedish Transport Agency states that consultations with the maritime authorities should be performed well in advance before work related to the laying of the pipeline commence.

The Swedish National Maritime and Transport Museums state that the planned gas pipeline should be laid down so that damage to the archaeological sites, identified by Bohuslän's museum, is avoided.

The Swedish Board of Agriculture states that an impact assessment should include an assessment of the question of liability in the event of an accident or damage to fishing boats or pipelines.

The Coast Guard states that it would be desirable to draft a control program for maintenance works during the operational phase.

The Swedish Transport Administration states that the pipeline should always be constructed along the shortest route through a public shipping lane.

SGI states that the water quality may be affected temporarily and locally, but that the impact from stirred-up sediments is transient and cannot be considered as significant.

The Swedish Maritime Administration states that it is very important that the construction works is planned for and implemented in such a way that it affects the accessibility and safety of maritime traffic to the minimum extent possible.

SMHI states that it has no objection to a permit being granted, provided that the following protective measures are taken into account. Construction works within the zones 39G3 and

39G4 may not be performed during the months of June until August. Double bubble curtains, visual and acoustic observations as well as seal scarers should be used when detonating explosives. Munition clearance of unexploded ordnance identified during the UXO-surveys should not be allowed during the period June–August.

The Swedish National Heritage Board states that a permit should be conditioned upon the company consulting with the County Administrative Board of Skåne, that may decide whether and how an archaeological investigation pursuant to Chapter 2 of the Cultural Environment Act shall be conducted.

The County Administration Board states that the company must also apply for and obtain a Natura 2000 permit before the construction works may commence.

The company has responded to the referral bodies' statements as well as the comments from Germany, Denmark and Poland submitted within the transboundary consultation, performed by the Swedish Environmental Protection Agency in accordance with the Espoo Convention due to the pipeline route through the Swedish exclusive economic zone.

SGU's opinion and proposed decision

After further exchange of opinions, *SGU* has handed over the draft decision with its own opinion and states, *inter alia*, the following.

The review is governed by Section 15 a of the Continental Shelf Act and must be performed within the framework of Article 79 of UNCLOS, which sets forth an almost unconditional right to lay down pipelines on the seabed within the exclusive economic zone. However, the coastal state may deny permission to lay down pipelines at a specific location, if the coastal state finds that the laying does not comply with the protective interests set forth in Section 15 a second paragraph of the Continental Shelf Act. Therefore, according to *SGU*, no permissibility review shall be performed – at least not one similar to the consideration of an application which is performed pursuant to the other provisions of the Continental Shelf Act. Instead, the review will in these situations focus on the location. At the same time, the almost unconditional right to lay down pipelines means that it is particularly important with relevant conditions, not least because the convention also imposes a general and clear obligation upon the coastal state to protect and preserve the marine environment, with a specific responsibility to prevent harmful environmental impact within its exclusive economic zone and on its continental shelf. The company has initially proposed only one condition, with the purpose of facilitating future maintenance and reparations of existing cables. In addition to this, the company has committed

to undertake a great number of precautionary and protective measures. However, in its final opinion, the company requested that also the proposed commitments shall be prescribed as conditions. According to SGU, it is more appropriate to regulate the necessary precautionary and protective measures, the ones proposed by the company as well as other measures, as conditions.

A part of the applied for pipeline is intended to be laid down in the Natura 2000 area “Sydvästskånes utsjövätt”. SGU concludes that the provisions in Chapter 3-4 and 7 of the Environmental Code are not directly applicable in considerations of an application pursuant to Section 15 a of the Continental Shelf Act. Furthermore, the Environmental Code, including the provisions regarding Natura 2000 areas, is as a starting point applicable in parallel with the Continental Shelf Act. This is also supported by Chapter 7, Section 32, Paragraph 1 of the Environmental Code, in which it is stated that the Natura 2000 provisions are also applicable in Sweden’s exclusive economic zone. However, as stated by the company, the second paragraph includes a reference to provisions on consideration to principles of international law in Section 10 of the Swedish Exclusive Economic Zone Act (1992:1140). The question of whether a permit obligation and the prerequisites for a permit in accordance with the Natura 2000 provisions exists or not, must under all circumstances be assessed by the County Administrative Board, and not by the Government in the current matter.

It is the location of the pipeline, the pipeline route, which can be subject to review in this matter and not the pipeline’s permissibility or similar. Some consultation bodies, *inter alia*, the Swedish Maritime Administration, the Swedish Transport Agency and SMHI, have had opinions on the location but they have not objected to the granting of a permit for the applied for pipeline route, at least not if the permit is subject to certain conditions. Furthermore, SGU deems that the laying of the pipeline within the planned pipeline route has a limited impact on the geological environment. The pipelines are also not considered to affect the possibilities to exploit natural resources. Nor does it appear as the Government’s previously issued permits pursuant to the Continental Shelf Act and the Swedish Exclusive Economic Zone Act 1992:1140) could constitute a hindrance against the pipeline route in question.

The permit is proposed to be subject to a number of conditions, *inter alia*, time restrictions for munition clearance of undetonated warfare as well as construction works. With reference to the Government’s previously established practice and the company’s information on the time for the construction phase, it is furthermore proposed that the permitted measures required for the laying of the pipeline must be finalized no later than 31 December 2022. After an overall

assessment and with consideration to the conditions, SGU has not found enough reasons to question the applied location of the pipeline.

In conclusion, SGU considers that the pipeline can be located in accordance with the company's application. Conditions shall be prescribed, but not based solely on the company's proposal. Instead, conditions shall be prescribed in accordance with what is stated in SGU's decision. The company has an actual as well as legal ability to meet the conditions and they can be considered as proportionate. The Government should thus grant the company's application, partly in accordance with what has now been stated.

The company's opinions and supplements with regard to SGU's proposal

The company has been given the opportunity to respond to the decision proposed by SGU and states, *inter alia*, the following. To ensure that Sweden meets its international law obligations, it is necessary that the Government takes a clear stance on the scope of the review pursuant to Section 15 a of the Continental Shelf Act and how the international law relates to e.g. the provisions in Chapter 7 of the Environmental Code. The Government is obliged to assess and take into account the effects on a Natura 2000 area within the scope of its review pursuant to Section 15 a of the Continental Shelf Act, as doing otherwise would be in breach of UNCLOS. This cannot possibly be understood as the Government thereby would make a statement regarding questions in the specific matter which is to be decided by another authority. There is no discretion for a national authority to decide on permits or other measures which constitutes an infringement of another state's rights under the convention. Furthermore, the company requests that the Government prescribes that the permitted measures required for the laying of the pipeline must be finalized no later than seven years after the date on which the permit was issued and requests amendments to the conditions proposed by SGU in light of the submitted opinions regarding, *inter alia*, cable crossings, precautionary measures for maritime transport and precautionary measures for harbour porpoise.

The consultation bodies' comments on SGU's proposal and the company's supplements

The Country Administration Board and the Swedish Marine and Water Management Agency have been given the opportunity to comment on the company's supplementary opinions, including appendices.

Bird Life Sweden, Greenpeace Sweden, the Swedish Society for Nature Conservation and the World Wide Fund for Nature have been given the opportunity to comment on the company's application as well as the Geological Survey of Sweden's proposed decision and statement.

The County Administration Board mainly states the following. Unlike the County Administration Board, the Government does not have the legal possibility to conduct such a comprehensive assessment, with regard to other international law obligations, under the Natura 2000 provisions as is required by EU law. A separate Natura 2000 process is not so burdensome that it in itself would constitute a breach of Sweden's obligations under UNCLOS. The County Administration Board maintains that a Natura 2000 permit may be required, and considers that the Government should remind the company that the applied for activities may require permits also under other legislation than the Continental Shelf Act.

The Swedish Marine and Water Management Agency mainly states the following. It is clarified that the authority, from the beginning, has considered that a permit for the applied activities can be granted, but that the authority has had comments on the protective measures with regard to cod and harbour porpoise. The question on harbour porpoise has been taken care of by proposed time restrictions for munition clearance. Previous comments on time restrictions on construction works with regard to cod spawning in Arkonabassängen is amended to the months of June until July. The legal opinions submitted by the company supports that the Government, during its review pursuant to Section 15 a of the Continental Shelf Act, can also consider and regulate all negative effects which may affect the Natura 2000 area in question. However, it is unclear whether a separate statement regarding a Natura 2000 permit under Chapter 7 of the Environmental Code is also required from the County Administration Board, in addition to such an extensive review.

Further opinions from the company

The company mainly states the following. The company accepts the amendment of the time restriction with regard to impact on cod, as proposed by the Swedish Marine and Water Management Agency. It is evident that the County Administrative Board's request for a separate Natura 2000 permit process constitutes an unreasonable measure, in breach of Sweden's international law obligations under UNCLOS. According to Article 194 of UNCLOS, states have a general obligation to take the measures necessary to avoid damage to the environment, caused by operations carried out under the state's jurisdiction or control. Thus, the convention imposes an obligation upon coastal states to also consider the impact on the marine environment to the extent the coastal state has jurisdiction over the matter. The provision in Section 15 a of the Continental Shelf Act is a direct implementation of Article 79 of UNCLOS. The legal discretion to prescribe binding conditions, with the purpose of protecting the environment, in a review pursuant to Section 15 a of the Continental Shelf Act is thus identical to the coastal state's rights under Article 79 of the convention. The Government has an equal

right, as well as obligation, under national law as under the convention to regard all environmental concerns and prescribe the binding conditions necessary to protect the environment to the extent it constitutes a reasonable measure. A separate Natura 2000 permit process would be time and cost consuming, without any equivalent, environmental benefit. In a assessment of reasonableness, such measure would be considered unreasonable and thus incompatible with UNCLOS. Sweden is, as a coastal state, obliged to act in accordance with the fundamental international law principle of good faith. Article 300 of UNCLOS states that good faith means that state parties shall in good faith fulfil the obligations assumed under the convention as well as exercise the rights, jurisdiction and freedoms recognised in the convention in a manner which would not constitute an abuse of right. The legal uncertainty would be significant, in the event individual County Administrative Boards are allowed to perform individual interpretations of international law, which in turn causes different legal prerequisites for similar matters which are to be reviewed in accordance with the same provisions. It is of importance that the Government does not remain passive, but rather takes a stance and provides guidance on the norm collision and the scope of the review pursuant to Section 15 a of the Continental Shelf Act, especially in order to ensure that Sweden fulfills its obligations under international law.

The reasons for the Government's decision

The company has applied for a permit pursuant to Section 15 a of the Continental Shelf Act, to lay down and maintain a pipeline for natural gas on the Swedish continental shelf outside of the territorial sea.

The investigation submitted in this matter shows that the applied pipeline will pass through the Swedish continental shelf beyond the Swedish territorial boundaries, from the western border, east of Zealand, to the eastern border adjacent to the Danish exclusive economic zone, west of Bornholm, in the southern Baltic Sea. The area, subject to the application, is thus located outside of Sweden's territory. It is further stated that the pipeline is intended to pass through the Natura 2000 area "Sydvästkånes utsjövatten".

The application is assessed in accordance with Section 15 a of the Continental Shelf Act, which applies to the continental shelf outside of Sweden's territorial boundary and is based on Article 79 of UNCLOS. Sweden has ratified UNCLOS and the review must be conducted within the framework that, in addition to the Continental Shelf Act, also UNCLOS and other international law sets forth regarding coastal state's rights and obligations. The scope of discretion when

reviewing the application is therefore considerably more limited than if the application had concerned an area within Swedish territory.

Article 79 of UNCLOS entitles all states to lay down pipelines on a coastal state's continental shelf outside of its territorial sea. Subject to the right to take reasonable measures for the exploration of the continental shelf, the exploitation of its natural resources and the prevention, reduction and control of pollution from pipelines, the coastal state may not impede the laying or maintenance of pipelines. The delineation of the course for the laying of a pipeline is however subject to the consent of the coastal State. When laying pipelines, UNCLOS sets forth that states shall take due regard to cables or pipelines already in position. In particular, possibilities of repairing existing cables or pipelines shall not be impaired.

When considering an application in accordance with Section 15 a of the Continental Shelf Act, the starting point is that is permitted to lay pipelines on the continental shelf outside of the territorial boundary. However, this right is not unconditional. A permit shall be subject to the conditions necessary to 1. enable exploration of the continental shelf and exploitation of its natural resources, 2. prevent, limit and control pollution from pipelines, and 3. assure the possibilities to use and repair cables or pipelines already in position. To set forth conditions beyond this – and beyond what the applicant itself has committed to – is not compatible with the Continental Shelf Act. The pipeline route on the continental shelf, for which the permit is intended, shall be stated in the permit decision and the Government shall examine whether the applied for route is appropriate.

The company has submitted commitments in order to meet the referral authorities' comments on, *inter alia*, consultation, information and protective measures, and has requested that the proposed commitments should be prescribed as binding conditions. Consultations in accordance with the Espoo Convention has been performed.

The company has performed relatively thorough investigations regarding the activities' potential impact on the marine environment, including the conservation values of the Natura 2000 area in question. In this regard, the company has also committed to undertake a number of precautionary and protective measures to protect the marine environment, both in the Natura 2000 area as well as in other areas.

The Government is of the opinion that the natural environment in the area affected by the application will only be subject to a limited impact during a very limited time in connection with the construction works. An approval of the application is thus, according to the

Government's assessment, consistent with Sweden's obligation to protect and preserve the marine environment in the exclusive economic zone and on the continental shelf.

In the matter, the question has been raised whether the pipeline requires a specific so-called Natura 2000 permit. The Country Administrative Board concerned considers that the Government should emphasize that such a permit may be required, while the Company considers that the Government should instead clarify that such a special processing of an application is not required.

The Government's review in this matter concerns the issue of a permit pursuant to Section 15 a of the Continental Shelf Act, which in turn is an implementation of Article 79 of UNCLOS. The conditions set forth in Section 15 a are the conditions that a coastal state has the right to impose when laying underwater cables and pipelines on the continental shelf. UNCLOS hardly leaves any room for other restrictions.

As regards the matter of reference to the Natura 2000 permit provisions, it can be stated that the notice in the Continental Shelf Act that a special Natura 2000 permit may be required is connected to the provisions on consideration of permits to explore the continental shelf or exploit its natural resources. The application in question does not refer to a laying which, according to the law, should be equated with exploring the continental shelf or exploiting its natural resources. Unlike Section 3 a, the provision in question in Section 15 a does not contain any reference to the Natura 2000 permit provisions in the Environmental Code. Nor should the Government's decision in this matter include such a reference.

After an overall assessment, the Government finds that the applied for pipeline route can be approved and that a permit shall be granted. The permit shall however be subject to the conditions and emphasises set forth under the heading "The Government's decision".

On behalf of the Government,

Ibrahim Baylan

Fredric Gemsjö

Copy to

The Prime Minister's Office/SAM and EU KANSLI

The Ministry of Justice/SSK and L6

The Ministry for Foreign Affairs/FMR, GA, ES, EU and EC

The Ministry of Defence/SI, RS, SUND and MFI

The Ministry of Finance/BA

The Ministry of the Environment/ME

The Ministry of Culture/KL

The Ministry of Infrastructure/EE, TM and US

The Swedish Energy Markets Inspectorate

The Swedish Armed Forces

The Swedish Agency for Marine and Water Management

The Legal, Financial and Public Procurement Agency

The Coast Guard

The County Administrative Board of Skåne

The Swedish Civil Contingencies Agency

The Environmental Protection Agency

The Swedish Police Authority

The Swedish National Heritage Board

The Swedish Maritime Administration

The Swedish Energy Agency

The Swedish Geotechnical Institute

The Swedish Board of Agriculture

The Swedish National Maritime and Transport Museums

Stockholm University (Baltic Sea Center)

The Swedish University of Agricultural Sciences

The Swedish Meteorological and Hydrological Institute

The Swedish Transport Administration

The Swedish Transport Agency

Bird Life Sweden

Greenpeace Sweden

The Swedish Society for Nature Conservation

The World Wide Fund for Nature

Appendix 1 – Map and coordinates for the pipeline route

The bold black line illustrates the pipeline corridor (250 metres at each side of the pipeline route's centre line) for the pipeline Baltic Pipe through the Swedish exclusive economic zone (EEZ), Figure 0-1.

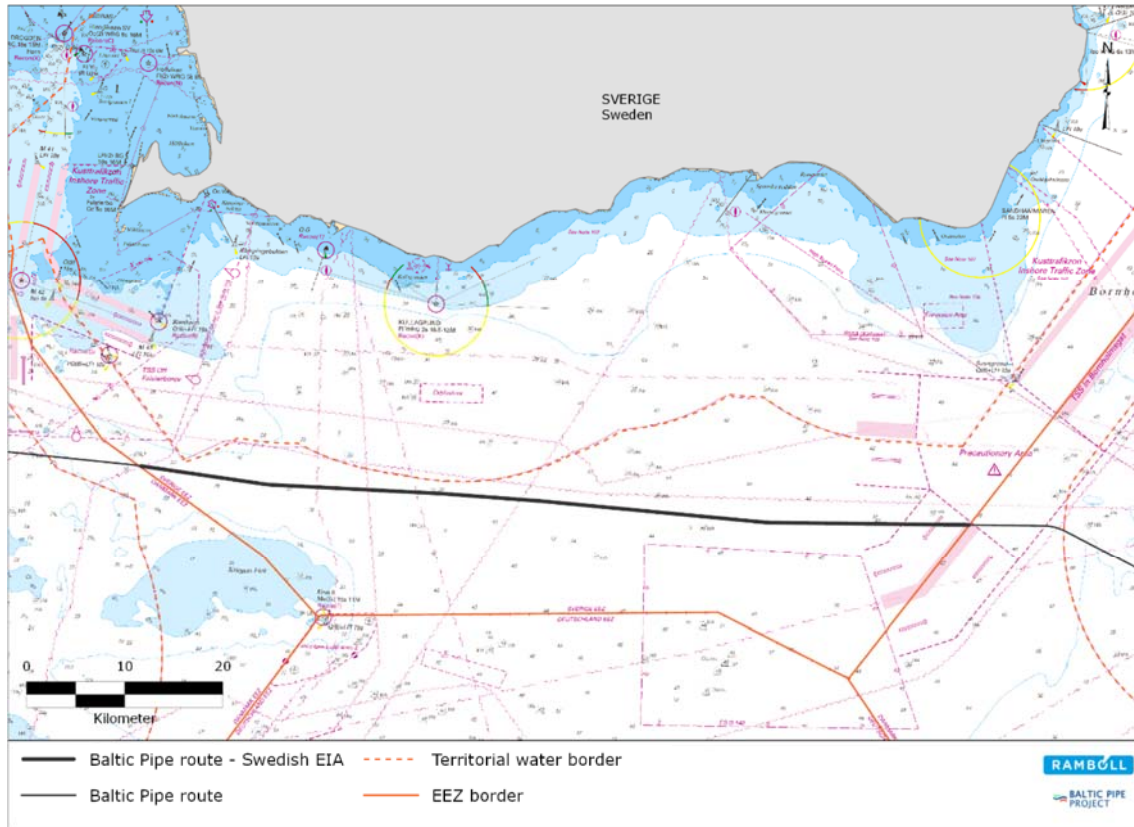


Figure 0-1 The pipeline route through the Swedish exclusive economic zone.

Table 0-1 sets forth the coordinates for the Baltic Pipe route within the Swedish EEZ. The TP and IP points defines curves at the pipeline route. The TP/IP list for the entire Baltic pipe route has 28 sets of TP/IP points. The pipeline route within the Swedish EEZ is represented by TP/IP points 11 to 16.

Definition of terms:

TP: Tangent point

IP: Intersection point

KP: Kilometre point

Table 0-1 Coordinates for the Baltic Pipe route within the Swedish EEZ.

<i>TP/IP Points</i>	<i>Easting</i>	<i>Northing</i>	<i>Heading</i>	<i>Radius</i>	<i>KP Points</i>
TP 11A	365045.10	6112526.34	99.04		49.039
IP 11	365063.84	6112523.36		3000.00	
TP 11B	365082.61	6112520.62	98.32		49.077
TP 12A	376227.89	6110891.14	98.32		60.341
IP 12	376342.73	6110874.35		3000.00	
TP 12B	376458.53	6110866.48	93.89		60.573
TP 13A	387626.45	6110107.72	93.89		71.767
IP 13	387695.56	6110103.03		3000.00	
TP 13B	387764.81	6110101.53	91.24		71.905
TP 14A	394023.08	6109965.92	91.24		78.165
IP 14	394103.06	6109964.18		3000.00	
TP 14B	394182.83	6109958.19	94.30		78.325
TP 15A	404147.50	6109209.58	94.30		88.318
IP 15	404195.88	6109205.95		5000.00	
TP 15B	404244.19	6109201.37	95.41		88.415
TP 16A	426972.00	6107049.63	95.41		111.244
IP 16	427182.11	6107029.74		5000.00	
TP 16B	427393.16	6107027.62	90.57		111.666

Appendix 2 - Impact Assessment, Sweden

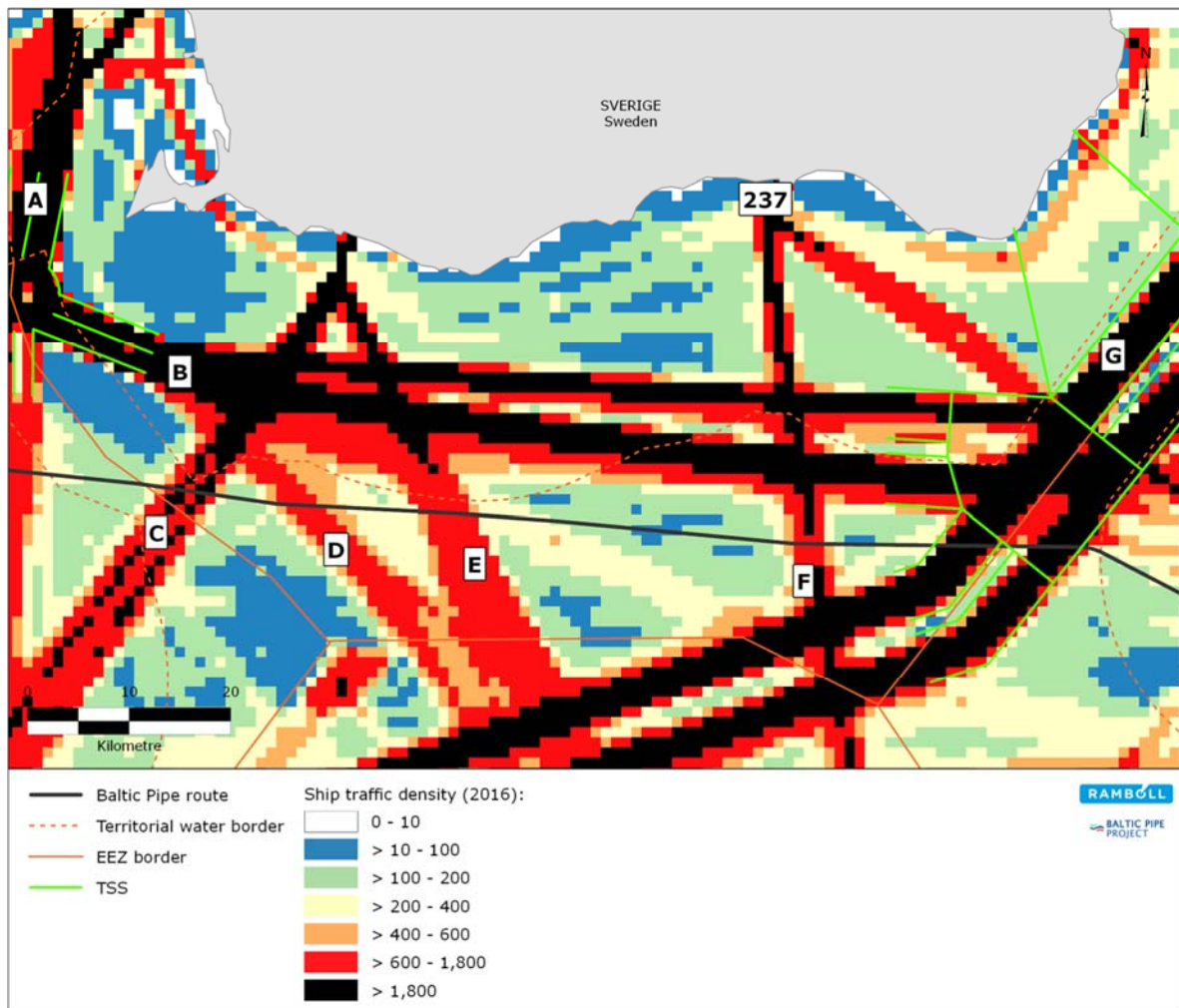


Figure 8-56 Illustrates ship traffic density in the Swedish part of the project area. The ship traffic density is based on AIS data from 2016.

In the Swedish EEZ, the pipeline will run in a direction from west to east. As is shown in Figure 8-56 above, the proposed pipeline route crosses five of the major shipping lanes within the Swedish EEZ. One of the major shipping lanes (identified as lane B in Figure 8-56, south of Scania) is of high-density and the pipeline route is planned south of this lane. Lane B merges with lane G, which is a deep-water route and includes Traffic Separation Schemes (TSS) Bornholmsgat which is a restricted area due to the high density of ship traffic (Figure 8-57 and Table 8-88).

Table 8-88 The shipping lanes which are crossed by the proposed pipeline route and the ship traffic density from 2016 (approximate values, presents how many times the pipeline route is crossed by each lane per year).

Shipping lanes	Lane description	Ship traffic density (2016)
Lane C (ID Sjöfartsverket 235, westbound)	<p>Westbound traffic lane through the TSS 'South of Gedser' within Swedish, Danish and German EEZ. The entrance to Trelleborg within the Swedish EEZ. Mainly a passenger shipping lane but also a low density of tanker shipping. Near Germany the lane is also part of a deep-water lane (HELCOM, 2018c).</p> <p>The lane is primarily used for passenger ships (71%) and private ships (12%) (Figure 8-59).</p>	6,310
Lane D	<p>South of Trelleborg and Ystad, within the Swedish EEZ and territorial waters. This is a high-density shipping lane from the TSS in western part of Scania with the Swedish Maritime Administration ID 205 (the primary route through the Sound passing through the TSS Falsterborev). The lane continues south of Scania and merges with lane E (deep-water route, TSS Bornholmsgat) (SwAM, 2016).</p> <p>The pipeline crosses this shipping lane in the more south-bound direction (Figure 8-56). This area is mainly used by cargo ships (75%) (Figure 8-59).</p>	2,890
Lane E (ID Sjöfartsverket 235, eastbound)	<p>Eastbound traffic lane through the TSS 'South of Gedser' within Swedish, Danish and German EEZ. The entrance to Trelleborg within the Swedish EEZ. Mainly a passenger shipping lane but also a low density of tanker shipping. Near Germany the lane is also part of a deep-water lane (HELCOM, 2018c).</p> <p>Passenger ships (66%), cargo ships (14%) and private vessels (14%) represent most of the ship traffic in this area (Figure 8-59).</p>	4,990
Lane F (ID Sjöfartsverket 237)	<p>The entrance to Ystad within the Swedish EEZ. Mainly passenger ship traffic but also some service, fishery and tanker ships (SJÖFS, 2013; HELCOM, 2018c).</p> <p>The lane is primarily used for passenger ships (88%) and fishing vessels (6%) (Figure 8-59).</p>	4,630
Lane G	<p>This shipping lane is the main entrance to and exit from the Baltic Sea through Femern Belt. The lane is used by all ships travelling along the main lanes in the Baltic Sea. This lane is leading through the TSS Bornholmsgat west of Bornholm within Swedish and Danish EEZ.</p> <p>The lane is primarily used for cargo ships (58%) and tanker ships (26%) (Figure 8-59).</p>	27,590