REGIONAL DIRECTOR FOR ENVIRONMENTAL PROTECTION

IN GDANSK

RDOŚ-Gd-WOO.420.43.2021.KSZ/AM.43. Gdansk, 29th of July 2024

With proof of delivery

DECISION

Based on

- Article 3a in connection with Article 14 paragraph 1 of the Act of 24 July 2015 on the preparation and implementation of strategic investments in transmission networks (consolidated text: Journal of Laws of 2024, item 555),
- Article 75 paragraph 7, in connection with Article 71 paragraph 2, Article 82 paragraph 1 item 2 letters b), c) and Article 82 paragraph 1 items 4 and 5 of the Act of 3 October 2008 on providing information about the environment, public participation in environmental protection, and environmental impact assessments (consolidated text: Journal of Laws of 2023, item 1094 as amended),
- Article 104 of the Act of 14 June 1960 Code of Administrative Procedure (consolidated text: Journal of Laws of 2024, item 572),
- Article 76 paragraph 1 of the Act of 17 December 2020 on promoting the generation of electricity in offshore wind farms (consolidated text: Journal of Laws of 2024, item 182),
- Sections 3 paragraph 1 point 7, Sections 3 paragraph 1 point 54 letter b), Sections 3 paragraph 1 point 62, and Sections 3 paragraph 1 point 88 of the Regulation of the Council of Ministers of 10 September 2019 on projects that may significantly affect the environment (Journal of Laws of 2019, item 1839, as amended), in connection with Section 2 of the Regulation of the Council of Ministers of 10 August 2023 amending the regulation on projects that may significantly affect the environment (Journal of Laws of 2023, item 1724),

after considering the application of the Investor: C-Wind Polska Sp. z o.o. with its registered office in Warsaw, acting through its proxy Mr. Kacper Kostrzewa dated 31 August 2021 (including supplements), for the issuance of a decision on environmental conditions for the project titled:

"Construction of power transmission infrastructure from the BC-Wind Offshore Wind Farm to the National Power System",

acting based on:

- the environmental impact assessment report of the project prepared by Mewo, Geomor: Gdańsk, August 2023, hereinafter referred to as the environmental impact report (with supplements),
- the opinion of the Director of the State Water Management Company Wody Polskie, Catchment Management in Gdańsk, letter reference GD.ZZŚ.3.435.476.2.2021.AK/KG dated 09.12.2021 (received on 10.12.2021),
- the decision of the Director of the Regional Water Management Board in Gdańsk of the State Water Management Company Wody Polskie, letter reference: GD.RZŚ.4900.67.2023.SB.1 dated 10 January 2024,

• the approval of the Director of the Maritime Office in Gdynia reference: IN7.9 202.126.1 2023.AD dated 22.01.2024 (received on 30.01.2024),

• the opinion of the State Border Sanitary Inspector in Gdynia reference: SE.ZNS.80.4912.17.23 dated 25.09.2023 (received on 28.09.2023), reaffirmed in the letter reference: SE.ZNS.80.4912.19.23 dated 02.01.2024 (received on 08.01.2024),

• the results of the proceedings with public participation, following the environmental impact assessment of the project,

It is hereby ruled

I. To establish the following environmental conditions for the project titled "Construction of Power Transmission Infrastructure from the BC-Wind Offshore Wind Farm to the National Power System."

1) **Type and location of the project**:

The planned project involves the construction and operation of the Transmission Infrastructure of the Offshore Wind Farm (hereinafter: IP MFW BC-Wind) in the offshore and onshore areas of the Republic of Poland. This will enable the transmission of electrical energy produced by the BC-Wind Offshore Wind Farm to the National Power System. The investment will consist of the following elements:

- LV electrical cable lines located in the marine area within the boundaries of the exclusive economic zone, territorial sea, and internal maritime waters (crossing the shoreline in the area of 160.2—160.5 km of the sea coast (according to the Maritime Office's kilometer markers) using a trenchless method — HDD drilling);
- Cable wells located on land, where the offshore and onshore cable lines will be connected;
- LV electrical cable lines located in the onshore area of the Choczewo municipality (gmina), Wejherowo county, Pomeranian Voivodeship;
- Land transformer station 220/400kV or 275/400kV;
- LV electrical cable line connecting the land transformer station with the PSE (Polish Power System) electrical station;
- Access roads, fiber optics, and cable joints, as well as other necessary accompanying infrastructure.Basic parameters characterizing the planned project:
- Length of the electrical connection in the offshore area - approximately 33 km.
- Length of trenchless cable deployment using HDD or HDD Intersect technology from the offshore area to the onshore (including part of the marine route and part of the land route) approximately 600—1700 m.
- Length of the electrical connection in the onshore area - approximately 8 km.
- Type of electrical cables in the offshore area - three-core submarine cables with alternating current technology integrated with a fiber optic cable.
- Type of electrical cables in the onshore area - single-core underground cables with alternating current technology.
- Fiber optic line - approximately 8 km in the land section.
- Nominal voltage of the electrical cables - 220 kV or 275 kV.
- Maximum number of cables in the marine area - 2 single (three-core) cable lines in 1 cable corridor.
- Maximum number of cable lines in the land area - 2 single cable lines consisting of 3 single-core cables each.

- Method of deploying cable lines from the marine area to the land - trenchless method — HDD drilling.
- Method of laying electrical cables in the marine area - burial in the seabed or laying on the seabed surface with mechanical protection.
- Method of laying electrical cables in the land area - open trench technology/ burial in the ground directly or in protective pipes.
- Method of connecting the land transformer station with the PSE S.A. station - open trench technology, 400 kV cable (3 single-core cables), directly in the ground or in protective pipes.
- Maximum length of the connection line from the land transformer station to the PSE S.A. station - 1000 m.

2) **Significant conditions for land use during the construction, operation, or use of the project with particular emphasis on the need to protect valuable natural assets, natural resources, and monuments, as well as to limit the nuisance to neighbouring areas:**

1. Tree and shrub removal in forest areas should be conducted outside the bird nesting period, i.e., outside the period from March 1 to August 31 (confirmed by an ornithologist, as nesting periods may start later or end earlier); Removal is allowed outside this period under the supervision of an ornithologist who confirms the absence of nests.
2. Tree removal from forested areas where bat breeding habitats are identified should be conducted outside the breeding and peak activity period, i.e., outside the period from June 1 to September 15, and under ecological supervision — a chiropterologist. Tree removal is permitted outside this period provided chiropterological supervision is ensured, and the trees are checked for the absence of bats.
3. Activities related to fencing off trees that are not subject to removal should be conducted under ecological supervision.
4. Trees and shrubs within the impact area of the investment that are not designated for removal should be protected from mechanical damage during construction, e.g., by using drainage pipes/tires or straw mats to cover the trunk; and boarding, which should be 1.5-2 m high depending on the tree type; in the case of trees with lichen of protected species, boarding should be replaced with nets surrounding the tree trunk to avoid damaging the lichen sites. Broken branches should be pruned immediately, and damaged areas should be treated with pathogen-preventive means. Shrubs to be preserved should be fenced off, and individual enclosures made from boards should be erected to a height determined individually for each shrub.
5. If work is conducted in the Natura 2000 area Białogóra PLH220003 and on parts of the investment site directly adjacent to the mentioned Natura 2000 area, work near the root systems of trees should be conducted outside the vertical projection of their crowns.
6. Secure all roots exposed during construction work to prevent them from drying out (moistening the roots by using materials such as wet peat, jute fabric, or straw mats, which are placed against the excavation wall and sprayed with water) or from freezing (roots will be covered with a thick straw mat).
7. In the event of mechanical damage to the roots, secure the wounded surfaces with an appropriate fungicide to prevent the trees from becoming infected.
8. Protect trees with sites of exceptionally valuable lichen species located in the immediate vicinity of access roads included in the investment area, i.e., at a distance of less than 10 meters. The protection should be carried out by effectively fencing off and marking the protective zone of the tree within its crown area. This recommendation applies to three sites of the lichen Theleotherma lepodium:
    - Site 703, located more than 500 meters north of the route of the Land Connection Infrastructure (KP 36.3) along the considered access road,

- Sites 659 and 655, located more than 50 meters north of the route of the Land Connection Infrastructure.

9. Within the boundaries of the cable well areas: avoid leaving unfilled excavations for extended periods and do not deposit excavation spoil on the path of surface water runoff.
10. Do not locate construction backyards, material storage sites, or waste collection points within the natural habitats of the Natura 2000 area Białogóra PLH220003.
11. Do not carry out work on the surface of natural habitats located within the Natura 2000 area Białogóra PLH220003.
12. Fence off the eastern side of the forest road, which constitutes the boundary of the Natura 2000 area Białogóra PLH220003, along its entire length adjacent to the mentioned area.
13. Secure excavations to prevent small animals (e.g., reptiles, amphibians, and small mammals) from entering them by fencing off the excavation area with plastic or mesh fences with mesh sizes not larger than 0.5 cm, at a height of at least 40 cm from the ground. In the event of small animals being found in the excavation, remove them to the surface and relocate them outside the construction area to suitable habitats.
14. During the construction phase, exclude the most valuable amphibian breeding site in the area (site 3, located 7 meters west of the Land Transformer Station) from the investment area.
15. Secure the three identified amphibian breeding sites with protective fences to prevent animals from entering the construction site and access road:
    - Site 1, located more than 200 meters north of the planned investment area, directly adjacent to the access road,
    - Site 2, located approximately 450 meters south of the planned project area, KP 35.4, crossing the access road,
    - Site 3, located 7 meters west of the Land Transformer Station.

    The details of the fencing implementation should be determined directly in the field with an ecological supervision specialist.
16. The access routes to the planned land infrastructure should be primarily routed using existing roads.
17. Construction work on land, which generates noise, should be carried out during daytime hours (from 6:00 AM to 10:00 PM), except for periods of construction where continuity of work is required from a technological standpoint (e.g., foundation pouring, concreting work, work related to trenchless crossing of the shoreline area), and except for the transportation of oversized elements.
18. Store and stockpile construction materials, equipment, and devices that could potentially pollute the soil and water environment with petroleum-based substances on a hardened and sealed surface.
19. Locate the construction site facilities, material and equipment base, and waste collection areas in locations that consider the protection of trees, shrubs, and wetland areas (meadows, pastures, drainage ditches), i.e., outside these areas.
20. Regularly inspect and service equipment and machinery, and select them in a way that minimizes their impact on the natural environment. This applies to both the number of devices used and their noise levels or the quality of pollutants produced during operation. Control should include the type of protective coatings on older units used in activities in the investment area to minimize the release of substances such as TBT into the Baltic Sea waters.
21. Use technologies and materials appropriately prepared for submersion in the seabed, whose elements are not covered with antifouling paint containing TBT, i.e., those that do not cause any damage associated, for example, with the release of harmful or irritating substances.
22. Equip the construction site (including floating units) and technical facilities with technical means to limit the spread, removal, or neutralization of petroleum-based pollutants or released waste; in the event of a petroleum substance leak, it should be

immediately removed or neutralized; used sorbent should be disposed of. In the event of soil contamination, the contaminated area should be reclaimed through a qualified company.

23. Conduct an orderly sewage management system, including the use of sealed, non-draining tanks for temporary sewage storage to be handed over to authorized entities.
24. Equip floating units with sorbents or other technical means to limit the spread, removal, or neutralization of the effects of petroleum substance leaks (at all stages of the investment).
25. Ensure an adequate level of purification and disposal method for oily waters.
26. Locate the drill exit and construction site/facilities outside the technical belt, as far away from its boundary as possible.
27. Before performing work that generates underwater noise or water turbidity, apply a "soft-start" procedure (gradual increase in noise intensity), allowing fish, birds, and mammals to escape from the area directly affected by the activities.
28. Carry out construction and maintenance work (excluding emergency repairs) in the Natura 2000 Coastal Waters of the Baltic Sea PLB990002 area outside the period of concentration of wintering and migrating populations of waterbirds, i.e., outside the period from November 1 to April 30, or under the supervision of an ornithologist.
29. Intensify the pace of construction work in marine areas outside Natura 2000 areas during the months of May to September, when the number of birds in the work area in the marine zone is the lowest.
30. When performing work after dusk, limit the sources of strong light on floating units used in the execution of the project to the necessary level as required by applicable regulations and safety standards. This is particularly important during bird migration periods, i.e., from March 1 to May 31 and from July 31 to November 15.
31. Prepare a plan for handling hazardous objects, both in the context of operational work at sea (e.g., rules for conducting work near potentially hazardous objects) and regarding the potential removal or avoidance of such objects.
32. Carry out all construction work under environmental supervision, conducted by specialists with expertise in ichthyology, ornithology, and marine mammals.
33. Establish a coordination centre overseeing the construction, operation, and decommissioning of the project entitled: "Electricity Transmission Infrastructure from the BC-Wind Offshore Wind Farm" (hereinafter: MFW BC-Wind).
34. Conduct informational campaigns among residents and fishermen in the areas of implementation and impact of the project regarding the nature and scope of the investment, the associated inconveniences, and ways to mitigate them.
35. Publish information on the planned scope of work, traffic intensity, and the need to exercise caution in the construction area.
36. Implement solutions to ensure the continuous use of tourist and recreational areas.
37. Ensure appropriate conditions for storing and transporting the components of the project.
38. Inspect the seabed at the investment site to precisely locate objects that could pose a threat to other users of the marine areas and inform the relevant authorities of the existing hazards, following the appropriate guidelines.
39. Obtain approvals regarding potential conflicts of the investment with other planned or existing linear objects.
40. Complete the construction of offshore cable lines in the shortest possible time, using equipment and floating units that meet all environmental norms and standards.
41. Conduct all work in a manner that prevents the destruction of the reef zone.
42. Minimize the number of floating units operating simultaneously in the investment area to the necessary minimum.
43. Use modern, technically efficient equipment to minimize the risk of failures and the potential release of any pollutants into the environment.
44. Secure repair sites, fuelling sites for construction machinery, and areas where mechanical equipment is used against potential soil and water contamination by

hardening and sealing the ground and equipping fuelling points with petroleum substance absorbents.

45. Avoid placing excavation soil in surface water runoff paths, which can lead to the washing away of pollutants from the piles or the accumulation of water and the formation of floods.
46. During the operation of the offshore part of the investment, equip service floating units with means to eliminate minor petroleum substance leaks.
47. Store loose materials such as aggregate and excavation soil in a manner that prevents them from being washed into watercourses by runoff from rainwater or meltwater.

3) **Environmental protection requirements to be included in the construction project:**
   1. Limit the width of the seabed area affected by construction work to 25 meters for each of the maximum 2 cable lines.
   2. Locate boreholes for land-based directional drilling at a distance of approximately 200 meters to 300 meters from the shoreline and approximately 20 meters apart from each other. The construction of one additional reserve borehole is permissible.
   3. Create a trench in the seabed to a depth of up to 4 meters to protect the cables from mechanical damage. If it is not possible to bury the cable in the seabed, lay the sections on the seabed with appropriate protection for the cable, such as concrete mattresses, slabs, stones, rock fill, sandbags, PVC pipe covers, or concrete covers. An exception applies to the transition zone area where the investor adopts the recommendation to bury the submarine cable at depths of at least 4-6 meters below the maximum recorded seabed depth in the analysed area. Over a section of approximately 400 meters in the so-called transition zone, after the HDD borehole exit, to ensure no impact on the coastal zone and to protect the cable from exposure due to natural seabed movement, the cable will be laid to a depth of 6 meters.
   4. To avoid the coastal dynamic zone, bring the cables ashore using the trenchless method with HDD technology.
   5. The maximum depth of HDD boreholes is 50 meters.
   6. Use trenchless technology for the installation of underground power cables in the section of the project located within the Natura 2000 Białogóra PLH220003 area.
   7. Employ trenchless methods for bringing cables from the sea to land, taking into account the need to protect the shoreline protection system from erosion and the dynamic conditions of the coastal zone. Additionally, due to ongoing changes in the shoreline, the depth of cable embedding in the ground should be selected to prevent unplanned exposure of the cable during the operation of the connection infrastructure, resulting from natural hydro-, litho-, and morphodynamic processes. The boring process itself should not damage the root system of dune vegetation or the protective forest in the technical belt.
   8. Design a stormwater drainage system (internal) equipped with oil separators for the planned OS (onshore substations).
   9. Surface runoff from hardened OTS (onshore transformer stations) areas should be managed in a way that does not disrupt hydrological conditions.
   10. At the land-based transformer station, use sealed oil containment trays for transformers, autotransformers, and reactors, equipped with a water treatment system and additional closures to block outflows in case of oil leaks or fires; the station should be equipped with portable sorbent kits and materials for dealing with spilled and leaking hazardous substances, tailored to the size of the facility and the quantity of such equipment.
   11. Cable lines in land areas crossing valuable natural sites, ditches, and other natural obstacles should be installed using trenchless methods—either directional drilling or horizontal directional drilling (HDD).

4) **Requirements for mitigating the effects of industrial accidents:**
The planned project does not meet the criteria specified in the Regulation of the Minister of Development of January 29, 2016, regarding the types and quantities of hazardous substances present at a facility, which determine whether the facility is classified as one with an increased or high risk of a major industrial accident (Journal of Laws 2016, item 138).

5) **Position on the cross-border environmental impact of the project in relation to projects for which a cross-border environmental impact assessment has been conducted:**
Given the nature and location of the project, it is concluded that the planned project will not impact areas outside Poland, both during its implementation and operation. Therefore, this authority finds no basis for conducting an environmental impact assessment in the context of cross-border effects.

II. **Impose the following obligations on the Investor:**

1. **Obligations of the applicant regarding monitoring the environmental impact of the project:**

a) Perform noise measurements at the boundaries of areas protected from noise, at the nearest points of acoustically protected buildings in each direction from the station, in accordance with the reference methodology for environmental noise measurement. The first cycle of measurements (background noise) should be carried out after obtaining the construction permit but before the commencement of construction work, or after the completion of the project with equipment turned off. The second series of measurements should be conducted within three months after the construction and commissioning of the designed facilities, under full operational conditions, at the same measurement points. These measurements should be conducted under conditions as similar as possible to those in which the first series of measurements was taken. Control measurements should be performed for both daytime and nighttime periods. The results of the aforementioned noise measurements should be submitted to the Regional Director for Environmental Protection in Gdańsk and the Pomeranian Provincial Inspector for Environmental Protection within three months of the measurement date.

The results of the aforementioned control measurements should be submitted to the Regional Director for Environmental Protection in Gdańsk within four months of the measurement date.

III. It is indicated that the assessment of the project's environmental impact does not necessitate conducting an environmental impact assessment as part of the building permit procedure.
The competent authority does not find it necessary to conduct a re-evaluation of the project's environmental impact. The information contained in the environmental impact report is sufficient to determine the conditions for the construction project.
This does not preclude the need for a re-evaluation of the project's environmental impact if:

– A request is submitted to the competent authority for issuing decisions (referred to in Article 72(1)(1), (10), (14), and (18) of the Environmental Protection Act) by the entity planning to implement the investment;
– The competent authority for issuing the aforementioned decisions finds that changes have been made in the application compared to the specified environmental decisions.

IV. Pursuant to Article 76(1) of the Environmental Protection Act and Article 25(1) of the Spatial Planning and Development Act, this decision is immediately enforceable.

V. The characteristics of the planned project constitute Attachment No. 1 to this decision.

VI. The list of coordinates where the project will be implemented shall be made as Attachment No. 2 to this decision.

JUSTIFICATION

On August 31, 2021, the Regional Director for Environmental Protection in Gdańsk received an application from the Investor, C-Wind Polska Sp. z o.o., headquartered in Warsaw, acting through its representative Mr. Kacper Kostrzewa, without a reference number, dated August 31, 2021 (supplemented on September 17, 2021), requesting the issuance of an environmental decision for the project titled: "Construction of power transmission infrastructure from the BC-Wind Offshore Wind Farm to the National Power System."

The application included, in the required number of copies as per Article 74(1) of the Environmental Protection Act:

- A map showing situational and elevation data, prepared at a scale sufficient to detail the boundaries of the area concerned by the application, and covering the area referred to in Article 74(3a) second sentence (i.e., the area that will be affected by the project);

- A map, in both paper and electronic formats, at a scale ensuring readability of the presented data, indicating the anticipated area where the project will be implemented, and highlighting the anticipated area referred to in Article 74(3a) second sentence, along with the distance specified in Article 74(3a)(1) (i.e., 100 meters from the boundaries of the area where the project will be executed);

- A correctly prepared information card for the project, i.e., signed by the author, was submitted to this authority on September 17, 2021, in response to the request referenced RDOŚ-Gd-WOO.420.43.2021.KSZ.I dated September 7, 2021;

- Power of attorney for representing the company;

- Proof of payment of the administrative fee for issuing the decision (205 PLN) and the power of attorney.

According to Article 74(1)(5) and Article 74(1a) of the Environmental Protection Act, submission of an extract and a plot plan from the local spatial development plan, as well as extracts and plot plans from the land registry, is not required with the application for

an environmental decision for the project in question. Additionally, the project does not fall into the category of projects for which an analysis of costs and benefits, as referred to in Article 10a(1) of the Energy Law Act of April 10, 1997 (consolidated text: Journal of Laws 2022, item 1385, as amended), is required.

The project subject to the application is an investment carried out under the Act of July 24, 2015, on the preparation and implementation of strategic investments in transmission networks (consolidated text: Journal of Laws 2024, item 555).

According to Article 3(13) of the Act on Promoting the Production of Electricity from Offshore Wind Farms (consolidated text: Journal of Laws 2024, item 182), the project constitutes an investment classified as a separate set of devices and structures, both permanently and temporarily attached to the ground, including the seabed, used for transmitting power from the offshore wind farm from the upper voltage terminals side of the transformer or transformers located at one or more electrical substations in Polish marine areas to the point of ownership demarcation specified in the preliminary connection conditions or connection conditions.

According to Article 3a of the Act on the Preparation and Implementation of Strategic Investments in Transmission Networks (consolidated text: Journal of Laws 2024, item 555), the provisions of the Act also apply to investments involving a set of devices used for transmitting power, as defined in the Act on Promoting the Production of Electricity from Offshore Wind Farms, with the stipulation that the investor for these investments is the producer.
Pursuant to Article 14(1) of the aforementioned Act on the Preparation and Implementation of Strategic Investments in Transmission Networks, the issuance of an environmental decision for the implementation of a strategic transmission network investment shall be carried out in accordance with the provisions of the Environmental Protection Act, with consideration of the provisions of the aforementioned Act on the Preparation and Implementation of Strategic Investments.

The project covered by the application is classified in accordance with § 3(1)(7), § 3(1)(54)(b), § 3(1)(62), and § 3(1)(88) of the Regulation of the Council of Ministers of September 10, 2019, on projects that may significantly affect the environment (Journal of Laws 2019, item 1839, as amended), in conjunction with § 2 of the Regulation of the Council of Ministers of August 10, 2023, amending the Regulation on projects that may significantly affect the environment (Journal of Laws 2023, item 1724), as:

- Overhead power lines with a nominal voltage of no less than 110kV, other than those listed in Section 2 paragraph 1 point 6 — as part of the project, an overhead or cable power line will be constructed, serving as a connection between the Connection Point belonging to the Polish Power System (Polskie Sieci Elektroenergetyczne) and the onshore transformer station; industrial development, including development with photovoltaic systems, or storage, along with its accompanying infrastructure, with a development area of not less than: 1 hectare in areas other than those listed in letter a — as part of the project, onshore transformer station with an area of approximately 5 hectares will be constructed.
- Industrial, including photovoltaic system or storage buildings, with accompanying infrastructure, with a building area of no less than 1 ha on areas other than those mentioned in point a — the project will include the construction of a onshore transformer station with an area of approximately 5 ha;
- Roads with hard surfaces with a total length of the project exceeding 1 km, other than those specified in § 2(1)(31) and (32) or bridge structures in the

course of a hard-surfaced road, excluding the reconstruction of roads or bridge structures used for servicing power stations and located outside areas covered by nature protection forms referred to in Article 6(1)(1-5), (8) and (9) of the Act of April 16, 2004, on nature conservation — the project will require the hardening of technological roads with a length of approximately 8 km;

- Change of forest land or other land with a contiguous area of at least 0.10 ha covered with forest vegetation — trees and shrubs and forest floor vegetation — or non-arable land to agricultural use or deforestation aimed at changing land use with an area of no less than 1 ha, other than those mentioned in points a-d — the project will involve the clearing of approximately 10.5 ha of forested land.

According to Article 71(2)(2) of the Environmental Protection Act, a decision on environmental conditions is required for planned "projects that could potentially significantly affect the environment."

The project subject to the application is an investment carried out in the maritime area of the Republic of Poland and on land. Accordingly, as per Article 75(7) of the EPA, the competent authority for this matter is the Regional Director of Environmental Protection in Gdańsk.

The parties have been notified of the application and the initiation of proceedings by letter reference RDOŚ-Gd-WOO.420.43.2021.KSZ.3 dated September 21, 2021, and, in accordance with Article 74(3) of the EPA, by notice reference RDOŚ-Gd-WOO.420.43.2021.KSZ.4 dated September 21, 2021. The notice was made public in the Choczewo municipality (gmina) and published on the RDOŚ website: http://www.gov.pl/web/rdos-gdansk, as well as on the notice board at the office.

Information about the submitted application has been included in the publicly accessible Ekoportal data registry (www.ekoportal.pl), maintained under Article 22 of the EPA, under number 362/2021.

In accordance with the aforementioned provision and Article 64(1) and (1a) of the EPA, the obligation to conduct an environmental impact assessment for the planned project, which could potentially significantly affect the environment, is determined by the authority competent for issuing the decision on environmental conditions:

- Considering the criteria specified in Article 63(1) of the EPA;
- After obtaining opinions from:
    1. The State Sanitary Inspection authority as referred to in Article 78, for projects requiring decisions mentioned in Article 72(1)(1-3, 10-19, and 21-29) and resolutions mentioned in Article 72(1b);
    2. The director of the maritime office if the project is carried out in the maritime area;
    3. The authority competent to issue an integrated permit under the Act of April 27, 2001, on Environmental Protection Law, if the planned project qualifies as an installation referred to in Article 201(1) of this Act;
    4. The authority competent to issue a water legal assessment as referred to in the Act of July 20, 2017, on Water Law.

According to Article 6 of the EPA, the requirement for consultations or opinions does not apply if the authority conducting the proceedings is also the consulting or reviewing authority. In this case, the authorities competent for opinions/consultations are: the Director of the Water Management Board in Gdańsk, the State Water Holding Polish Waters, the State Border Sanitary Inspector in Gdynia, and the Director of the Maritime Office in Gdynia. Consequently, based on Articles 64 and 78(1)(2) of the EPA, the undersigned authority, by letter reference RDOŚ-Gd-WOO.420.43.2021.KSZ.6 dated September 24, 2021, requested

opinions/consultations from the Director of the Water Management Board in Gdańsk, the State Water Holding Polish Waters, the State Border Sanitary Inspector in Gdynia, and the Director of the Maritime Office in Gdynia regarding the obligation to conduct an environmental impact assessment for the planned project. The parties to the proceedings have been notified of the request for opinions by letter reference RDOŚ-Gd-WOO.420.43.2021.KSZ.6 dated September 24, 2021, and, in accordance with Article 74(3) of the EPA, by notice reference RDOŚ-Gd-WOO.420.43.2021.KSZ.7 dated September 24, 2021. The notice was made public in the Choczewo municipality (gmina) and published on the RDOŚ website: http://www.gov.pl/web/rdos-gdansk and on the notice board at the office.

The Director of the Maritime Office in Gdynia, by resolution reference INZ.8103.112.2021.AD dated October 12, 2021 (received on October 19, 2021), and following a subsequent resolution reference INZ.8103.112.2.2021.AD dated December 6, 2021 (received on December 13, 2021), decided: "to evaluate the project covered by the application as requiring an environmental impact assessment." The authority determined that the investment could potentially affect the marine environment (including Natura 2000 areas). The opinion of the Director of the Maritime Office in Gdynia was fully considered in defining the scope of the environmental impact report for the project.

The State Border Sanitary Inspector in Gdynia, in letter reference SE.ZNS.80.4910.29.21 dated October 8, 2021 (received on October 14, 2021), and reaffirmed in letter reference SE.ZNS.80.4910.33.21 dated December 3, 2021 (received on December 14, 2021), expressed the opinion that: "an environmental impact assessment of the project should be conducted, and the report should be prepared in accordance with statutory requirements." The opinion of the State Border Sanitary Inspector in Gdynia was taken into account in defining the scope of the environmental impact report for the project.

The Director of the Water Management Board in Gdańsk, after conducting an explanatory procedure, in letter reference GD.ZZŚ.3.435.476.2.2021.AK/KG dated December 9, 2021 (received on December 10, 2021), expressed the opinion that an environmental impact assessment is not required for the project. The authority justified its position by stating that, given the nature, scale, and location of the project, as well as the planned technical solutions for environmental protection, no negative impact on the status of uniform water bodies or on the achievement of environmental objectives specified in the "Water Management Plan for the Vistula River Basin," adopted by the Council of Ministers' Regulation of October 18, 2016 (Journal of Laws 2016, items 1911 and 1958), is anticipated. Furthermore, in determining the absence of a need for an environmental impact assessment for the project, the authority imposed following conditions for the implementation of the project and requirements necessary to be considered in the environmental decision:

1. Modern, technically efficient equipment should be used to minimize the risk of malfunctions and the potential release of any contaminants into the environment.
2. The construction site should be equipped with absorbents, mats, biopreparations, and other means for neutralizing and eliminating any spills and leaks of oils and petroleum-based substances.
3. To neutralize any potential leaks of petroleum-based substances, they should be promptly removed using absorbents, and in the case of significant soil contamination, ensure efficient collection and removal by an authorized entity.
4. The construction site should be equipped with sealed sanitary facilities for socio-residential wastewater.

5. Waste from the construction site should be collected selectively in locations and containers ensuring complete isolation from the natural environment, and then handed over for recovery or disposal. Hazardous waste should be handed over to authorized companies holding permits for the collection and processing of such waste.
6. Avoid leaving uncovered excavations that could become temporary retention basins for runoff rainwater.
7. Avoid placing excavated soil in the path of surface water runoff, which could lead to the washing away of contaminants from piles or the accumulation of water and potential flooding.
8. During the operation of the offshore part of the investment, service vessels should be equipped with means to eliminate minor leaks of petroleum-based substances.
9. At the onshore transformer station, for transformers, autotransformers, and reactors, sealed oil trays with a water treatment system and an additional closure should be used, enabling the closure of the outflow in case of an oil spill or fire-related emergency.

The Regional Director for Environmental Protection did not include the following conditions in this decision because the issues addressed therein are regulated by the following provisions:

- Point 4 in the Regulation of the Minister of Infrastructure of February 6, 2003, on occupational safety and health during the execution of construction works (Journal of Laws No. 47, item 401), which regulates, among other things, the requirement to provide sanitary facilities and social rooms at the construction site;
- Point 5 in the Waste Act (consolidated text, Journal of Laws of 2023, item 1587 as amended);
- Point 6 in the Water Law, Part IX (consolidated text, Journal of Laws of 2023, item 1478 as amended).

On October 5, 2021, the authority received the Investor's request dated September 30, 2021, to correct an obvious clerical error involving the omission of plot number 25/4, Kierzkowo district, in the list of plots where the proposed project will be implemented. The list indicated that plot number 25/3, Kierzkowo district, was divided into plots 25/5 and 25/6. However, correctly, plot 25/3, Kierzkowo district, was divided into three plots, namely: 25/5, 25/6, and 25/4, Kierzkowo district, Choczewo municipality.

The parties to the proceedings were informed of this by letter No. RDOŚ-Gd-WOO.420.43.2021.KSZ.9 dated October 7, 2021, and, taking into account the provisions of Article 74(3) of the Environmental Protection Act, by notification No. RDOŚ-Gd-WOO.420.43.2021.KSZ.10 dated October 7, 2021. The notification was made public in the Choczewo Municipality and posted on the RDOŚ website: http://www.gov.pl/web/rdos-gdansk and on the notice board at the office headquarters.

Taking into account the conditions indicated in Article 63(1) of the Environmental Protection Act, the Regional Director for Environmental Protection in Gdańsk, by decision No. RDOŚ-Gd-WOO.420.43.2021.KSZ/AT.15 dated January 11, 2022 (Ekoportal, No. 761/2021), determined the need to conduct an environmental impact assessment for the requested project and defined the scope of the report in accordance with Article 66 of the Environmental Protection Act, taking into account the assessment of impacts on Natura 2000 areas under Article 6.3 of Council Directive 92/43/EEC regarding the impact of the project on the objects of protection of Natura 2000 areas: Coastal Waters of the Baltic Sea PLB990002 and Białogóra PLH220003, as well as species subject to legal protection, with particular consideration of:

a. description of the planned project, specifically: the characteristics of the entire project and land use conditions during the execution phase and operational phase;

the main characteristics of the technological processes; the anticipated types and quantities of pollution resulting from the project implementation;

b. analysis of the impact on individual environmental components of the planned technological variants of the project;

c. identification of the location of the onshore transformer station (OTS) and its technical parameters, along with an environmental impact analysis;

d. analysis of the impact of the variant involving the laying of the cable line in an open trench at the height of the peat bog in the area of the Bezimienna River floodplain and at the height of the ecological utility "Peat Bog (torfowisko) in Szklana Huta," on the condition and functioning of these peat bogs and on the habitats of protected and rare plant species that may occur in their vicinity;

e. inventory of trees and shrubs designated for removal;

f. analysis of the project's impact on shipwrecks and wreck tourism and recreational sailing (indicating the location of the project in relation to the wrecks of vessels, including those available for diving);

g. analysis of the project's impact on the functioning of the Polish Navy's marine training areas and the ability of NATO submarines to exercise;

h. environmental characterization of the project area and the area within its impact range, taking into account plant, fungi, and animal species and their habitats protected under the provisions of the Act of April 16, 2004, on Nature Protection (consolidated text, Journal of Laws of 2021, item 1098), as well as species and habitats of species from Annex I of Directive 2009/147/EC of the European Parliament and of the Council and habitats from Annex I and species from Annex II of the Habitats Directive 92/43/EEC, which are the objects of protection in the Coastal Waters of the Baltic Sea PLB990002 and Białogóra PLH220003 areas, with the presentation of these issues in graphical and cartographic form;

i. assessment of the direct and indirect impact of the project and the technologies used therein on the condition and preservation, during the execution and operational phases:

   - of species and their habitats, which are the objects of protection in the Natura 2000 areas Coastal Waters of the Baltic Sea PLB990002 and Białogóra PLH220003;
   - of natural habitats, habitats of species protected under the aforementioned Nature Protection Act, occurring or potentially occurring within the project area and its vicinity;

j. characterization of the direct and indirect impact of the project on the environment, particularly on the conservation objectives of the Natura 2000 area Coastal Waters of the Baltic Sea PLB990002 and the Natura 2000 area Białogóra PLH220003;

k. characterization of the direct and indirect impact of the project on the conservation objectives of the Natura 2000 areas:

   a) PLH220096 Choczewo Lakes
   b) PLH220018 Sarbska Spit

l. An assessment of the impact of the investment (during both implementation and operation stages) after the application of all possible measures to mitigate negative impacts, including an evaluation of the significance of these impacts on individual protection subjects within the aforementioned Natura 2000 areas, as well as the feasibility of implementing protective measures and achieving conservation objectives established in the protection task plans for these areas;

m. A description of the hydrological system of the area affected by the investment and within its impact range, along with an analysis of the project's impact on this system;
n. An analysis of the cumulative impact of the project with other planned and completed projects of a similar nature in the vicinity on individual environmental components, including the Natura 2000 area, Coastal Waters of the Baltic Sea PLB990002 and the Natura 2000 area Białogóra PLH220003, as well as the ecological site "Torfowisko w Szklanej Hucie";
o. A proposal for monitoring the impact of the planned project during its operation stage, particularly on the conservation objectives and subjects of protection in the aforementioned Natura 2000 areas and their integrity;
p. A detailed description of the methods and materials used in the preparation of the environmental impact assessment report for the project;
q. An assessment of the impact of the planned project on the Coastal Landscape Protection Area;
r. A description of the landscape where the project is to be located, considering the impact of the investment on the significance and perception of the landscape from viewpoints, exposure fields, and visual axes within its impact range;
s. An analysis of the impact of the planned investment on ecological corridors within its impact range;
t. An analysis of the impact of the planned project on the climate and climate change (mitigation, i.e., how the project will mitigate climate change) and the impact of the climate and climate change on the project (adaptation of the project to climate change), taking into account changes in land use of the area covered by the application;
u. An analysis of possible social conflicts related to the implementation of the project—determining whether the chosen implementation variant is optimal not only for the Investor but also for the owners of neighbouring properties and specifying how the Investor intends to prevent social conflicts related to the planned investment.

Furthermore, the environmental impact assessment is to include the scope indicated by the Director of the Maritime Office in Gdynia, with particular consideration of:

a) Specifying the geographical location of the project using geographical coordinates;
b) Analysing the impact of the construction and operation of the electrical connection infrastructure from the BC-WIND Offshore Wind Farm to the National Power System on the protection objectives of the Natura 2000 area, Coastal Waters of the Baltic PLB990002;
c) Analysing the impact of the planned works on the coastal zone at the cable landing site, including morphodynamic and lithodynamic processes occurring in the coastal zone and the state of the coastal protection system;
d) Determining the species composition of benthic organisms and the impact of planned works on benthos during the construction and operation phases;
e) Analysing the impact of the electromagnetic field emitted by power cables on ichthyofauna;
f) Analysing the impact of the planned project on fish resources and recruitment important for fisheries;
g) Analysing the possibility of hindrances in the movement of ships using shipping routes and restrictions in areas designated for fishing;
h) Analysing the cumulative impact of the planned project with other planned, implemented, and existing projects in the vicinity of the planned project, including offshore wind farms, cables, and other infrastructure;
i) Presenting procedures for dealing with emergency situations that may arise during the implementation of the investment;

j) Presenting procedures aimed at preventing accidents related to unexploded ordnance, particularly chemical warfare agents.

The parties to the proceedings were notified of the above by notice RDOŚ-Gd-WOO.420.43.2021.KSZAT.16 dated January 11, 2022.

Acting on the basis of Art. 63(5) and (6) of the Environmental Protection Act, the local authority, by decision RDOŚ-Gd-WOO.420.43.2021.KSZ/AM.18 dated February 18, 2022, suspended the proceedings until the applicant submits the environmental impact report (Ekoportal, under number 699/2022). The parties to the proceedings were notified of the above by notice RDOŚ-Gd-WOO.420.43.2021.KSZAM.19 dated February 18, 2022.

On 11.08.2023, the Investor, by an unnumbered letter dated 11.08.2023, submitted to the case file the Environmental Impact Report for the project entitled: "Construction of electricity transmission infrastructure from BC-Wind Offshore Wind Farm to the National Power System" (MEWO S.A. and GEOMOR Sp. z o.o., August 2023), supplemented on 20.11.2023. The EIA report was entered in the publicly available Ekoportal list (http://www.ekoportal.pl), under number 941/2023.

The local authority, by decision RDOŚ-Gd-WOO.420.43.2021.KSZ/AM.21 dated August 22, 2023, resumed the suspended proceedings. The parties to the proceedings were notified of this by notice RDOŚ-Gd-WOO.420.43.2021.KSZ/AM.22 dated August 22, 2023.

The local authority, by letter RDOŚ-Gd-WOO.420.40.2021.KSZ/AM.29 dated October 12, 2023, requested the Applicant to submit supplements and clarifications to the environmental impact report. By letter without a number dated November 15, 2023 (date of receipt: November 20, 2023) and by letter dated November 22, 2023, the Investor submitted the appropriate explanations. The Investor subsequently supplemented the aforementioned report on September 14, 2023, November 20, 2023, November 22, 2023, and February 9, 2024.

Furthermore, on May 26, 2022, a request dated May 24, 2022, from the GRAND AGRO Foundation for the Protection of the Natural Environment, was received by the local authority for admission as a party to participate in the administrative proceedings in question, in accordance with Art. 44(1) of the Environmental Protection Act and Art. 31(1)(2) of the Code of Administrative Procedure. The local authority (after resuming the proceedings) informed by letter RDOŚ-Gd-WOO.420.43.2021.KSZ/AM.24 dated August 25, 2023, that it recognized the GRAND AGRO Foundation for the Protection of the Natural Environment as an ecological organization entitled to participate in the proceedings as a party.

Pursuant to Article 62 of the Environmental Protection Act, the environmental impact assessment (EIA) process involves determining, analysing, and evaluating the following:

1. The direct and indirect impact of the given project on:
   a) The environment and the population, including human health and living conditions,
   b) Material goods,
   c) Monuments, ca) Landscape, including cultural landscape,
   d) The interactions between the elements mentioned in points a-d,
   e) Accessibility to mineral deposits;

1a) The risk of serious accidents and natural and construction disasters;

2) The possibilities and methods of preventing and mitigating the negative environmental impacts of the project;

3) The required scope of monitoring.

As part of the assessment of the impact of the project on the Natura 2000 area, the impacts of the project on the Natura 2000 areas are determined, analysed, and evaluated, also taking into account the cumulative impacts of the project with other implemented, completed, or planned projects.
According to the definition contained in Article 3(1)(8) of the Environmental Protection Act, such an assessment includes, in particular:

1. Verification of the environmental impact report of the project;
2. Obtaining the opinions and approvals required by law;
3. Ensuring public participation in the proceedings.

These actions constitute the main determinants of the evidentiary proceedings in this case.

According to Article 77(1) of the Environmental Protection Act, by letter RDOŚ-Gd-WOO.420.43.2021.KSZ/AM.25 dated August 23, 2023, the local authority requested the Director of the Maritime Office in Gdynia and the State Border Sanitary Inspector in Gdynia to agree on the conditions for the implementation of the project in question.

Pursuant to Article 77(1)(4) of the Environmental Protection Act, an approval is not required if the authorities have previously stated that there is no need to conduct an environmental impact assessment. However, as of February 17, 2023, a new water management plan for the Vistula river basin came into effect, adopted by the Regulation of the Minister of Infrastructure on November 4, 2022 (Journal of Laws 2023, item 300). Consequently, the local authority, by letter RDOŚ-Gd-WOO.420.43.2021.KSZ/AM.26 dated August 23, 2023, requested an opinion/approval of the Director of the State Water Management Authority Wody Polskie, Catchment Management Board in Gdańsk, considering the updated data. The State Water Management Authority Wody Polskie, Catchment Management Board in Gdańsk, forwarded the documentation to the Director of the Regional Water Management Authority in Gdańsk, in accordance with its competence.

The parties to the proceedings were notified of the above by notice RDOŚ-Gd-WOO.420.43.2021.KSZ/AM.27 dated August 23, 2023.

The Director of the Regional Water Management Authority in Gdańsk, State Water Management Authority Wody Polskie, in decision GD.RZŚ.4900.67.2023.SB.1 dated January 10, 2024, agreed to the implementation of the project and indicated the necessity to include the following conditions in the environmental decision:

1. During the implementation and operation phases of the planned project, use equipment, machinery, and transportation in good technical condition to prevent uncontrolled leaks of petroleum substances.
2. Equip the construction site with absorbent materials to enable the immediate cleanup of petroleum substance spills from equipment and machinery.
3. Store construction materials, equipment, and devices that may cause soil and water pollution on a hardened and sealed substrate.
4. Store loose materials such as aggregate and excavation soil in a manner that prevents their washing into watercourses due to runoff from rainwater or meltwater.
5. Install cable lines in onshore areas, crossing environmentally valuable areas, ditches, and other natural obstacles using trenchless methods—controlled drilling or horizontal directional drilling.
6. Water supply during the construction and operational phases will come from the nearest water supply network or planned water intakes.
7. Use sealed, non-drainage tanks on the onshore substation site for the temporary storage of domestic sewage, to be handed over to authorized entities.
8. Drain stormwater from hardened onshore substation areas superficially over the ground in a manner that does not disrupt water relations.

9. In the event of the necessity to dewater construction excavations, minimize the duration of dewatering operations to the essential period required by the construction technology.
10. Collect all waste selectively in designated storage areas and hand it over to entities with appropriate permits.
11. Minimize the risk of soil and water contamination at the onshore substation site due to oil leaks by using sealed oil pans and a stormwater pre-treatment system with separators.

The Regional Director for Environmental Protection did not include the following conditions in this decision, as the issues contained therein are regulated by the following provisions:

- point 7 in the Regulation of the Minister of Infrastructure dated February 6, 2003, on occupational safety and health during the performance of construction works (Journal of Laws No. 47, item 401), which regulates, among other things, the necessity to provide sanitary facilities and social rooms on the construction site;
- point 10 in the Waste Act (consolidated text, Journal of Laws of 2023, item 1587, as amended);
- point 9 formulated in a very general, unspecified manner, thus not defining any specific obligations necessary to minimize the environmental impact of the project;
- point 6 formulated in a general manner, serving only an informational purpose.

The State Border Sanitary Inspector in Gdynia, in a letter marked SE.ZNS.80.4912.17.23 dated September 25, 2023, reviewed the conditions for the implementation of the project and, in a letter marked SE.ZNS.80.4912.19.23 dated January 2, 2024, reaffirmed their position to:

1. Design equipment and infrastructure considering principles for minimizing environmental impact, especially regarding safety standards, noise emission, electromagnetic radiation, air emissions, and ensuring proper hygienic and health conditions as well as fire safety.
2. Provide a coordinating centre to oversee the construction, operation, and decommissioning of the project titled “Transmission Infrastructure in the BC-Wind Offshore Wind Farm” (hereinafter referred to as OWF BC-Wind).
3. Implement and operate the project in a manner that does not pose a risk to people and the environment.
4. Ensure proper organization and scheduling of construction activities. Arrange suitable social facilities for workers with appropriate sanitary equipment.
5. Conduct construction work with contractors possessing the necessary experience and qualifications, as well as trained personnel.

6. Ensure that equipment is operated by individuals trained in the operational aspects and general and specific safety regulations.
7. Conduct regular training for ship crews, employees, and subcontractors involved in the construction and operation of the project.
8. Carry out construction work under weather conditions that allow for precise execution and in accordance with the selected technology.
9. Develop marine operation plans and search-and-rescue plans, as well as evacuation and safety plans and strategies for mitigating risks, including construction-related disasters.
10. Perform work using well-maintained equipment, ensure proper maintenance and servicing of construction machinery, and maintain the technical condition of equipment during operation.
11. Apply measures to reduce the project's impact on the environment (especially electromagnetic, vibration, and noise impacts), particularly near existing and potential residential areas.
12. Carry out high-noise generating work during daytime hours, except during construction periods where continuous work is required from a technological standpoint and for the transport of oversized components of the onshore substation.
13. Conduct informational campaigns among residents and fishermen in the areas affected by the project regarding the nature and scope of the investment, associated inconveniences, and methods for mitigating them.
14. Publish information regarding the planned scope of work, traffic intensity, and the need for caution in the construction area.
15. Designate safety zones and appropriately mark and secure areas temporarily or permanently closed to use.
16. Implement solutions to maintain the continuity of use for tourist and recreational areas.
17. Ensure proper conditions for the storage and transportation of project components.
18. Use materials and equipment that meet the relevant standards and have certifications for use in the appropriate environmental conditions.
19. Develop procedures for the handling and storage of substances that could be sources of pollution.
20. Ensure selective waste collection (including hazardous waste) during construction and servicing activities, as well as during operation.
21. Equip floating units and electrical stations with means for dealing with spills of petroleum products or released waste.
22. Ensure the collection and disposal of sanitary sewage in a manner appropriate to the place of its origin.
23. Ensure proper treatment and disposal of oil-contaminated waters.
24. Inspect the seabed to precisely identify locations of potential hazards during operations and for other maritime users, and notify relevant authorities of the existing hazards, following the applicable guidelines.
25. Perform technological start-up and hand over the project for operation only after obtaining all required approvals and permits.
26. Conduct periodic inspections of individual components and maintain the infrastructure in good technical condition.
27. Develop emergency response plans for situations that may arise during the operation of the project.

The Regional Director for Environmental Protection did not incorporate the following conditions into this decision, as the issues contained therein are regulated by the following provisions:

- Points 1, 11, 19, and 25 of the Act of April 27, 2001 on Environmental Protection Law (Journal of Laws of 2024, item 54),
- Points 1, 25, and 27 of the Act of August 24, 1991 on Fire Protection (Journal of Laws of 2024, item 275),
- Points 1 and 27 of the Regulation of the Minister of Labor and Social Policy of September 26, 1997 on General Provisions of Safety and Hygiene at Work (Journal of Laws of 2003, No. 169, item 1650, as amended),
- Points 4, 5, 8, 9, 15, 25, and 26 of the Act of July 7, 1994 on Construction Law (Journal of Laws of 2023, item 682, as amended),
- Point 6 of the Regulation of the Minister of Labor and Social Policy of September 26, 1997 on General Provisions of Safety and Hygiene at Work (Journal of Laws of 2003, No. 169, item 1650, as amended),
- Points 6 and 7 of the Labor Code of June 26, 1974 (Journal of Laws of 2023, item 1465) along with implementing regulations,
- Point 6 of the Act of August 28, 2019 on Safety and Hygiene at Work in Energy Devices (Journal of Laws of 2021, item 1210),
- Point 6 of Chapter 7 of the Regulation of the Minister of Infrastructure of February 6, 2003 on Safety and Hygiene at Work During Construction Works (Journal of Laws No. 47, item 401), concerning requirements for machines and other technical devices used in construction work,
- Point 7 of the Act of August 18, 2011 on Maritime Safety (Journal of Laws of 2023, item 1666, as amended) along with implementing regulations, including the Regulation of the Minister of Maritime Economy and Inland Navigation of April 23, 2018 on Training and Qualifications of Ship Crews (Journal of Laws of 2023, item 1383),
- Points 10 and 15 of Chapter 7 of the Regulation of the Minister of Infrastructure of February 6, 2003 on Safety and Hygiene at Work During Construction Works (Journal of Laws No. 47, item 401), concerning requirements for machines and other technical devices used in construction work,
- Points 10, 25, and 26 of the Act of December 21, 2000 on Technical Supervision (Journal of Laws of 2023, item 1622) and the Regulation of the Council of Ministers of December 7, 2012, in relation to the types of technical devices subject to technical supervision (Journal of Laws of 2012, item 1468),
- Points 9 and 15 of the Act of August 18, 2011 on Maritime Safety (Journal of Laws of 2023, item 1666, as amended) along with implementing regulations:
- Point 18 in Article 20, paragraphs 1 and 4 of the Act of December 21, 2000 on Technical Supervision (Journal of Laws of 2023, item 1622),
- Point 19 of the Act of August 19, 2011 on the Transport of Dangerous Goods (Journal of Laws of 2024, item 643) and the Regulation of the Minister of Health of August 25, 2015 on the Method of Marking Places, Pipelines, Containers, and Tanks Used for Storing or Containing Hazardous Substances or Mixtures (Journal of Laws of 2015, item 1368),
- Point 20 of the Act of December 14, 2012 on Waste (Journal of Laws of 2023, item 1587, as amended),
- Point 22 of the Regulation of the Minister of Labor and Social Policy of September 26, 1997 on General Provisions of Safety and Hygiene at Work (Journal of Laws of 2003, No. 169, item 1650, as amended), which regulates, among other things, the necessity to provide sanitary facilities and social rooms on construction sites,
- Point 22 of Article 83 of the Act of July 20, 2017 Water Law (Journal of Laws of 2023, item 1478, as amended), which regulates the handling of wastewater,
- Point 3 was formulated in a very general and non-specific manner, failing to outline any concrete obligations necessary to minimize the project's impact on the environment,
- Point 24 — the authority has clarified this in relation to the investment site.

The Director of the Maritime Office in Gdańsk by the decision no. INZ.9202.126.1.2023.AD of 22.01.2024 agreed with the conditions for the execution of the said project.

I. General Conditions for All Phases of the Project:

1. All work must be conducted in accordance with the prohibitions and limitations established in the Regulation of the Council of Ministers of April 14, 2021, on the Adoption of the Spatial Development Plan for Internal Marine Waters, Territorial Sea, and Exclusive Economic Zone at a Scale of 1:200,000 (Journal of Laws of 2021, item 935, as amended), particularly with the detailed provisions constituting Annex No. 2 to the Regulation or its updates.
2. Plans for the safe construction and operation of the Connection Infrastructure must be developed.
3. Emergency response plans and crew training must be developed, including procedures for verification through regular drills, particularly specifying the use of both internal and external units.
4. Equipment and machinery must be regularly checked and serviced, and their selection should minimize environmental impact. This includes both the number of devices used and their acoustic nuisances, as well as the quality of pollutants produced during operation. The inspection should cover the type of protective coatings on older units used in the project area to minimize the release of, among other substances, TBT into the Baltic Sea.
5. A plan for managing hazardous objects must be developed, both in the context of operational work at sea (e.g., rules for working near potentially hazardous objects) and in relation to the possible removal or avoidance of such objects.

II. Specific Conditions:

1. Environmental Protection Requirements to be Considered in the Construction Design:

a) The trenchless method must be used for the installation of cables from the sea to the land, considering the need to protect the shoreline protection system from erosion and the dynamic conditions of the coastal zone. Additionally, due to the ongoing processes of shoreline changes, the depth of cable burial should be chosen to prevent unintended exposure of the cable during the operation of the connection infrastructure due to natural hydro-, litho-, and morphodynamic processes. The boring process should not damage the root systems of dune vegetation and the protective forest in the technical zone.

b) Before commencing the planned works, the Investor must provide the Hydrographic Office of the Polish Navy in Gdynia with the geocentric geodetic coordinates of the investment and notify in advance of the commencement of work, the anticipated completion date, and the scope of work, in order to fulfil Article 25 of the Marine Areas Act. Additionally, immediately after the completion of construction works, the Investor should submit to Hydrographic Office and the Maritime Office in Gdynia the as-built documentation containing the geocentric geodetic coordinates of the cable route along with the water depth above it (and the depth of the cable embedment in the seabed, if applicable to the submerged section), for the purpose of updating nautical charts and publications.

c) Cables should be laid beneath the seabed surface, and if this is not feasible due to environmental or technological reasons, other appropriate protective measures must be implemented.

d) In the water area POM.40a.C designated by the Regulation of the Council of Ministers of April 14, 2021, on the Adoption of the Spatial Development Plan for Internal Marine Waters, Territorial Sea, and Exclusive Economic Zone at a Scale of 1:200,000, cables should be laid at least 3 meters below the average depth of inter-trough beds, and where possible, perpendicular to the shore.

2. During the Implementation Stage of the Project:

a) The exit of the bore and the construction site/yard must be located outside the technical zone, as far as possible from its boundary.

b) Before performing work that generates underwater noise or water turbidity, the "soft start" procedure (gradual increase in noise intensity) must be employed to allow fish, birds, and mammals to escape from the area directly affected by the ongoing activities.

c) All construction work should be conducted under ecological supervision provided by specialists knowledgeable in ichthyology, ornithology, and marine mammals.

d) All work must be carried out in a manner that prevents the destruction of the conservation zone.

e) In the Natura 2000 Coastal Waters of the Baltic Sea PLB990002, the pace of construction work should be intensified outside the bird migration and wintering periods.

f) During work conducted after dark, strong light sources on vessels used for the project should be reduced to the minimum necessary level as per applicable safety regulations and standards, particularly during bird migration periods, i.e., from March 1 to May 31 and from July 31 to November 15.

g) The execution of the project should prevent pollution from entering the aquatic environment. The technology used should not allow contamination of waters with solid and liquid waste.

h) Approvals are required for any potential conflicts between this investment and other planned or existing linear structures.

i) The construction of marine cable lines should be completed in the shortest possible time using equipment and vessels that meet all environmental norms and standards.

j) Vessels must be equipped with technical means to limit the spread, removal, or neutralization of petroleum-based contaminants in case of a spill.

k) The number of vessels operating simultaneously in the project area should be limited to the necessary minimum.

The Regional Director of Environmental Protection in Gdańsk did not include the following conditions in this decision, as the issues addressed by these conditions are regulated by the following provisions:

- Points 1.1, II.1.c, II.1.d in the Regulation of the Council of Ministers of April 14, 2021, on the Adoption of the Spatial Management Plan for Internal Marine Waters, Territorial Sea, and Exclusive Economic Zone at a Scale of 1:200,000 (Journal of Laws of 2021, item 935, as amended), particularly in the detailed provisions constituting Appendix No. 2 to the Regulation or its updates.
- Point 1.2 in Article 21a(1) of the Act of July 7, 1994, Construction Law (consolidated text: Journal of Laws of 2023, item 682, as amended).
- Point 1.3 in the Regulation of the Minister of Energy of August 28, 2019, on Safety and Hygiene of Work in Energy Devices (consolidated text: Journal of Laws of 2021, item 1210).
- Point 1.2 in Article 113b(1) item 4 of the Act of August 18, 2011, on Maritime Safety (consolidated text: Journal of Laws of 2023, item 1666, as amended).
- Point II.1.b in the Act on Marine Areas (Act of March 21, 1991, on the Marine Areas of the Republic of Poland and Maritime Administration — consolidated text: Journal of Laws of 2023, item 960, as amended) and Maritime Safety (Act of August 18, 2011, on Maritime Safety — consolidated text: Journal of Laws of 2023, item 1666, as amended).
- Point 11.2.g — formulated in a very general and unspecified manner, and therefore does not define any specific obligations necessary to minimize the impact of the project on the environment.

According to Article 33(1) points 1, 3, 4, 5, 6, 7, 8 of the Environmental Protection Act (EPA), prior to issuing and amending decisions requiring public participation, the competent authority must, without undue delay, make public the following information: the initiation of an environmental impact assessment for the project, the subject of the decision to be issued, the competent authority for issuing the decision, and the authorities responsible for issuing opinions and approvals, the availability of documentation necessary for review and the location where it is available, the possibility of submitting comments and requests, the method and location for submitting comments and requests, specifying a 30-day period for their submission, and the authority responsible for reviewing comments and requests.

In accordance with Article 79(1) of the EPA, before issuing the environmental conditions decision, the competent authority ensures public participation in the proceedings, during which an environmental impact assessment of the project is conducted.

In view of the above provisions, the Regional Director of Environmental Protection in Gdańsk, by announcement No. RDOŚ-Gd-WOO.420.43.2021.KSZ/AM.35 dated February 2, 2024, provided public information as specified in Article 33(1) of the EPA. This included, among other things, information on the initiation of the environmental impact assessment, the possibility to review the necessary documentation (including the submitted environmental impact report and its appendices, the supplementing application, and the investor's explanations) by all interested parties at the office of the authority or at the specified internet address within 30 days — from February 12, 2024, to March 12, 2024. The aforementioned announcement was published on the authority's website (www.rdos.gdansk.gov.pl) and on the notice board at the authority's headquarters, and at the request of the authority, at the Choczewo Municipality Office.

On February 9, 2024 (letter dated February 9, 2024), the Applicant specified the location of the offshore cable exit on the seabed — for the purpose of defining the project's characteristics in the final decision — as a zone extending approximately 650 meters from the shoreline. This specification is consistent with the conditions agreed upon by the Director of the Maritime Office, as outlined in Decision No. INZ.9202.126.1.2023.AD dated January 22, 2024, particularly Point II Detailed Conditions, subpoint 1.d): in the area POM 40a.C designated by the regulation of April 14, 2021. The Applicant requested that the

aforementioned information be included in the case files as evidence of the specific technical parameters and location of the planned project. All these parameters and the location have already been covered by the environmental impact assessment conducted in this case, and the presented evidence did not affect the results of the environmental impact assessment report analysis. The Applicant maintained the request for the project's location to be determined in accordance with the description provided in environmental impact report.

Subsequently, on March 21, 2024, C-Wind Polska Sp. z o.o., based in Warsaw, informed that during the ongoing geodetic project works (project purpose map) and related technical consultations, the Choczewo Forest District, during a meeting on March 1, expressed expectations regarding the specification of the access road along the approach to Beach No. 37 in the EIA procedure and location decision.

The road is publicly accessible. The Forest District's position refers to the possibility of maintenance and adaptation works related to the use of the road by the Applicant for the purposes of the investment (construction phase). Consequently, C-Wind Polska Sp. z o.o. submitted an updated .shp file showing the access roads as part of the proceedings for issuing the decision. All these parameters and the location of the road along the approach to Beach No. 37 have already been covered by the environmental impact assessment conducted in this case, and the evidence presented did not affect the results of the environmental impact assessment report analysis.

Upon evaluating the entirety of the evidence gathered in the present case, the Regional Director for Environmental Protection in Gdańsk has determined the following:

The planned project involves the construction and operation of the BC-Wind Offshore Wind Farm (IP OWF BC-Wind) within both the offshore and onshore areas of the Republic of Poland. The designed IP OWF BC-Wind will facilitate the integration of the electrical energy produced by the BC-Wind Offshore Wind Farm into the National Power System (KSE).

The investment will consist of the following components:

- low-voltage power cables (LV) located onshore, including the exclusive economic zone, territorial sea, and internal waters;
- cable wells located onshore, where the offshore and onshore cables will be connected;
- low-voltage power cables (LV) located within onshore in the municipality of Choczewo (Wejherowo County, Pomeranian Voivodeship);
- a 220/400kV or 275/400kV onshore transformer station;
- a low-voltage power cable (LV) connecting the onshore transformer station to the PSE electrical substation;
- access roads, fiber optic cables, cable joints, and other necessary accompanying infrastructure.

The electrical energy will be transmitted from the BC-Wind Offshore Wind Farm via a maximum of two low-voltage submarine power cables (LV) using alternating current technology, with an operational voltage of 220 or 275 kV. The power cables will be three-core, round-section cables, together with the necessary telecommunications infrastructure to enable communication with the BC-Wind Offshore Wind Farm infrastructure.

As part of the construction of the BC-Wind Offshore Wind Farm (a project subject to the environmental decision issued on September 16, 2022), an Offshore Transformer Station will be built within the BC-Wind Offshore Wind Farm area, from which a cable line will be routed, consisting of two three-core power cables. Along the route of the offshore export cable line, the cables will be installed at a distance not exceeding 500 meters. The cables will be buried in the seabed to a depth of up to 4 meters to protect them from mechanical damage. Exceptions may include seabed areas with compact sediment structures or areas covered with a large number of boulders blocking the achievement of the appropriate depth. In such cases, the cables will be additionally covered with an appropriate protective measure (concrete

mattresses, plates, stones, etc.). Additionally, an exception will be made for the transition zone, approximately 400 meters in length, where the export cable is routed using the trenchless HDD method, and where the cable will be buried in the seabed sediment to a depth of up to 6 meters.

Table 1: Technical Specifications for the Offshore Construction of IP OWF BC-Wind:

Technical Specifications for the Construction of Submarine Cable Lines	Value / Description
Type of power cable	High-voltage AC power cable (LV) with a working voltage of 220 or 275 kV, XLPE (cross-linked polyethylene) insulated, along with the necessary telecommunication infrastructure. The maximum operating temperature will be up to 90°C.
Route of the cable lines	For the marine export cable route, it is planned to install the cables at a distance no greater than 500 meters. To bypass the nearshore dynamic zone, the cables will be brought ashore using a trenchless method. The underground lines will converge to a distance of approximately 20 meters at the point where the cables come ashore.
Maximum number of cable lines	2
Cable line construction technology	Cables will be installed using one of the following methods: SLB (simultaneous lay and burial), PLB (post lay burial), or PLT (pre-lay trenching or mass flow excavating). If it is not possible to bury the cable in the seabed, sections may be laid on the seabed with appropriate cable protection, such as concrete mattresses or rock berms.
Maximum burial depth of cables in the seabed sediment	4 m
Maximum burial depth of cables in the seabed sediment in the transition zone after HDD exit from the sea (approx. 400 m section)	6 m
Volume of sediment disturbed during cable laying operations	A maximum of 20 cubic meters of sediment per linear meter of cable, assuming an excavation depth of 4 meters and slope inclinations of up to 45 degrees.
Maximum width of the seabed area affected by construction work for a single cable line	25 m
Construction time of the cable line	It is assumed that the installation rate for one cable will be a minimum of 1 kilometer per day. The work pace will depend on factors such as: soil type,

	installation method used, installation depth, weather conditions, etc.
Types of vessels involved in the construction of cable lines	For example: cable lay vessel (CLV), service vessel (OSV, offshore service vessel), cable barge, and tugboat for the barge.
Size of vessels involved in the construction of cable lines	The largest vessels that can participate in the construction works are cable lay vessels (CLVs), which can be up to 180 meters in length. Cable barges and OSVs (offshore service vessels) do not exceed 100 meters in length, while tugboats for barges do not exceed approximately 50 meters in length.
Export cable landfall	Trenchless method, e.g., horizontal directional drilling (HDD or HDD Intersect). Drilling will be conducted from land or from both sides (land and sea). The exit points of the drilling will be located outside the dynamic coastal water zone.

The planned offshore wind farm IP BC-Wind will enable the transmission of electricity produced by BC-Wind to the National Power Grid (KSE). The electricity transmission will be conducted via a dual-circuit AC cable line with a nominal voltage of 220 or 275 kV. The 220 or 275 kV cables will connect the Offshore Substation (OSS) with the Onshore Transformer Station (OTS), which in turn will be linked to the PSE S.A. station by an underground 400 kV cable line. The operation of the transmission infrastructure will not require energy from fuel combustion or the use of other raw materials for its proper functioning. It is anticipated that, under normal operation, the consumption of fuels and other raw materials will result solely from inspections and possible repairs, which for the offshore part of IP BC-Wind will be carried out no less frequently than every 5 years, and for the onshore part, on an as-needed basis, depending on cable damage. Upon cessation of IP BC-Wind's operation, the Investor allows for two scenarios: 1) leaving the export cables on the seabed and in the ground or 2) partial or complete removal of the export cables from the seabed and ground and their removal from the environment.

On the route of the offshore export cable line, it is planned to install cables at a distance of no more than 500 meters. To protect the cables from mechanical damage, it is planned to bury them in the seabed to a depth of 4 meters. The burial of the electrical cables in the seabed may be carried out using the following technologies:

- SLB (simultaneous lay and burial) — simultaneous laying and burying of the cable in the seabed sediment.
- PLB (Post-Lay Burial) — burying the cable after it has been previously laid on the seabed;
- PLT (Pre-Lay Trenching) — burying the cable after creating a cable trench in advance;
- MFE (Mass Flow Excavator) — disturbing the sediment using a large amount of water applied under pressure.

In cases where cable burial in the seabed is not possible due to environmental conditions (such as areas with dense sediment structure or covered with many boulders), laying sections of cable on the seabed with appropriate protection, such as concrete mattresses, plates, or stones, is permissible.

Three-core offshore cables will be connected to single-core onshore cables and fibre optic cables in cable joints located in cable wells. The use of cable wells is necessitated by the need to adapt the construction parameters of the offshore cable to onshore conditions. The offshore cable features stronger armouring due to harsher environmental conditions and a higher risk of damage. Cable wells will be designed to ensure safe access to the equipment contained within them.

Cables will be brought ashore from the sea using trenchless technology (HDD). Each of the maximum two offshore cable lines will be brought ashore through separate boreholes, which will be drilled from either the land side, the sea side, or both. The drilling sites on land will be located approximately 300 meters from the shoreline and about 20 meters apart from each other. Each of the two boreholes will have a maximum length of 1.7 kilometres. Additionally, the Investor is considering the construction of one spare borehole. The cable exit points in the marine area will be located outside the coastal zone at depths ranging from 8 to 12 meters, measured from the water surface to the seabed. The distance between the borehole exits on the seabed will be about 50 meters. The maximum borehole depth will be 50 meters below the surface or above the surface.

After completing and securing the trenches, the offshore cables will be brought ashore and connected to onshore cable lines and fibre optic cables in cable wells. In areas of high environmental value and difficult to cross with open excavation, as well as due to the presence of streams and other natural obstacles, trenchless methods such as directional drilling and horizontal directional drills will be used. The planned project includes the placement of cables in a flat configuration, which offers better heat dissipation to the ground, allowing the use of smaller cables for the same current compared to a triangular configuration.

The trajectory of the boreholes accounts for the need to protect the dune system and the coastal dynamic zone (surfzone). Routing the cables beneath the seabed in the surfzone will protect them from the adverse effects of intense hydrodynamic processes in this zone, which could potentially expose buried cables and cause damage.

As part of the planned project, two export cable lines will be installed onshore, each consisting of three single-core power cables. The cable lines will be laid parallel, primarily using open trench technology at a depth of about 1 meter. If necessary, directional drilling will be used, and the cables will be laid in a cable tunnel, avoiding disturbance to the surface terrain above their path. Due to variations in terrain, the depth of cable burial may exceed 2 meters in some places, and for directional drilling, the depth will not exceed 50 meters. The width of the cable corridor, where permanent deforestation will occur, will vary depending on the location and construction technology of the cable lines. In sections where cables are laid using trenchless methods, there will be no need for tree removal.

During the cable installation phase, various vehicles, construction machines, and equipment will be used, depending on environmental conditions and the stage of work. This includes cranes, lifts, cable laying machines (with cable trailers, cable winches, cable rollers, cable guides, cable socks/sleeves, pulling heads, and rotating connectors), directional drills, and horizontal directional drills. Additionally, pump sets and needle filters will be used as needed. Personnel transport to the work sites will be carried out using vehicles designed for carrying people.

It is estimated that the time required to install the cable into a trench with a length of about 1.5 kilometers will be 2 to 4 weeks. Cable laying in the trench, making joints, preparing bentonite, covering with foil, laying concrete slabs, and marking bands will take up to 1 month. Preparing the site for excavation, including excavation for one section (approx. 1.5 km), depending on site conditions, may range from a few to several weeks.

As part of the planned investment, an Onshore Transformer Station (OTS) will be established with an input voltage of 220 or 275 kV and an output voltage of 400 kV. The Onshore Transformer Station (OTS) will consist of:

- Autotransformers or transformers 400/220/SN kV or 400/275/SN kV;

- Reactive power compensation reactors;
- 400 kV switchgear;
- 220 or 275 kV switchgear;
- Auxiliary systems and equipment:
  - Medium voltage (MV) switchgear;
  - MV/0.4 kV transformers;
  - Power quality improvement devices (e.g., harmonic filters);
  - Reactive power regulation devices;
  - Generator set.

The ancillary elements of the OTS will include:

- Technological buildings;
- Cable ducts;
- Internal communication network;
- Area lighting;
- Lightning protection;
- Rainwater drainage;
- Water supply connection and possible water intake;
- Parking spaces;
- Perimeter fencing;
- Access road;
- If necessary — a fire water tank with appropriate infrastructure and buildings.

The Onshore Transformer Station will be connected to the PSE S.A. electrical station by a 400 kV cable line segment up to 1000 meters long. The endpoint of the planned project will be the current terminals at the PSE electrical station.

Access Roads

The implementation of the planned project will require the use of existing public roads and forest roads during the construction phase. Additionally, since similar investments are planned in the immediate vicinity, it will be possible to use pre-prepared and existing access roads during the project's execution. Access to the public road (county road no. 1432G) will be provided via the planned internal road on property no. 105/4 (about 0.2 km), and then via the internal road on properties no. 110/1, 107/2 (about 1.5 km) owned by the Choczewo Municipality, and the planned connection to the public road mentioned above. Within this internal road, there is a railway crossing on property no. 104, railway line no. 230 Wejherowo-Garczegorze. Access to the station will also be possible via the planned technological road along the cable line on property no. 348.

The construction area for the IP OWF BC-Wind is located in the maritime area of the Republic of Poland — within the exclusive economic zone, territorial sea, and internal maritime waters, as well as on land, within the Choczewo Municipality (Wejherowo County, Pomeranian Voivodeship).

The offshore construction area of IP OWF BC-Wind has been described using the coordinates specified in the table (Appendix No. 2 of the decision). In the southern part of the OWF area, it does not exceed the coordinates defined in the decision of the Minister of Infrastructure No. 5/K/21 and No. 6/K/21 dated October 27, 2021, and in the decision of the Director of the Maritime Office in Gdynia No. 6/21 dated November 30, 2021, and for the OWF BC-Wind area in decision No. 3/K/2022 dated January 16, 2023.

The onshore construction area of IP OWF BC-Wind has been described using the coordinates specified in the table (Appendix No. 2 of the decision).

According to the Environmental Impact Report, the planned location of the project within the Choczewo Forest District was discussed and agreed upon with the forest authorities. Based on the comments and recommendations of the Choczewo Forest District, a project for the IP OWF BC-Wind route has been prepared to minimize negative environmental impacts by:

- Minimizing the area of tree cutting by routing the connecting infrastructure of different investors within a single, shared cable trench;
- Avoiding environmentally valuable areas identified by the Forest District during the consultation phase;
- Using cable technologies and directional drilling to reduce environmental pressure, including cultural objects and valuable natural areas.

The construction area of IP OWF BC-Wind in the offshore area is approximately 74.30 km² (including: 34.70 km² in the exclusive economic zone, 39.55 km² in the territorial sea, and 0.05 km² in internal maritime waters), and in the land area 0.674 km² (including: 0.638 km² for the cable route construction, 0.036 km² for the OTS construction). The area required for the construction of the access road to the OTS will be 0.0097 km².

The spatial extent of construction work will be limited to the necessary minimum within the construction area. It is planned that in the offshore area, for each of the maximum 2 cable lines, the construction corridor width will be up to 25 meters, so the largest actual area of the seabed covered by construction work (for both cable lines) will be up to 1.65 km², which will represent a maximum of about 2.22% of the project area.

In the onshore area, the width of the technical corridor for the entire multi-core cable line will vary depending on the location and construction technology of the different sections. The actual area of land affected by construction work will be approximately 0.137 km². Areas located above HDD boreholes, with a total area of 0.036 km², will not be subject to surface disturbance.

On the onshore construction site, an area of about 1.6 hectares will be designated for horizontal drilling. The site will be organized with a construction area and storage for machinery and materials needed for drilling. The offshore cables brought ashore will be connected to onshore cables in cable wells. After the construction site is decommissioned, a small area around the cable wells will be fenced for protection. The fenced area around the cable wells will not exceed 750 m².

For the implementation of the planned project, permanent and temporary technical corridors will be designated. The permanent technical corridor will result in permanent damage to the upper layer of the soil. It is estimated that the area permanently occupied by the planned project will not exceed 14.5 hectares. The temporary technical corridor, related to construction work, will involve tree and shrub removal if necessary.

Characteristics of the permanent and temporary technical corridors for IP OWF BC-Wind:

- Permanent technical corridor (width: 22 m - varying depending on location and cable line construction technology) - Directly related to construction work, including areas where the upper layer of soil, vegetation, and removal of trees and shrubs will occur. Removal will be permanent. No surface disturbance will occur in sections with HDD.
- Temporary technical corridor (width: Up to 70 m - varying depending on location and cable line construction technology) - Represents an auxiliary corridor, where environmental impacts may occur during construction, including construction work, excavation storage areas, vehicle parking areas, and access roads.

Alternative solutions for the planned project are being analysed at the level of:

- Determining the project's location;
- Methodology and objectives of the project;
- Determining technological solutions essential for inclusion in the construction project, significant from the perspective of environmental protection;

– Determining operational methods important for environmental protection goals.

The main assumption in the design process is to define the route of IP OWF BC-Wind, considering environmental aspects, technical possibilities, minimizing the risk of potential failures, and social conflicts, while ensuring economic optimization. The planned investment has undergone variance analysis for both offshore and onshore sections. Potential conflicts and impacts, as well as costs and risks, have also been considered.

The Rational Alternative Variant (RAV) compared to the Variant Proposed by Applicant (VPA) involves extending the route of a two-circuit seabed cable line in the offshore area. In RAV, the transmission of power from the BC-Wind Offshore Wind Farm (OWF BC-Wind) involves leading electricity via a maximum of two three-core underwater power cables using alternating current technology with a working voltage of 220 or 275 kV from the power stations that are part of the OWF BC-Wind—similar to the VPA. The length of the offshore electrical connection is approximately 39.3 km. Subsequently, the cables will be brought ashore using trenchless methods such as HDD or HDD Intersect at the area of 160.2—160.5 km from the shoreline (according to the Maritime Office's kilometrage). On the land segment, in up to 2 cable wells, the construction parameters of the underwater cable will be adjusted to land conditions. Then, the electrical energy on the onshore part will be conducted through underground single-core cables with a working voltage of 220 or 275 kV using alternating current technology. The cables will be laid in 2 cable ducts, with 3 single-core cables in each duct. The route of the underground cable line will pass through forests administered by the Regional Directorate of State Forests (RDLP) in Gdańsk, within the boundaries of the Choczewo Forest District. The IP OWF BC-Wind will connect to a local substation (OTS) with an input voltage of 220 or 275 kV and an output voltage of 400 kV. The endpoint of the planned investment consists of the current terminals at the PSE substation. The length of the onshore electrical connection is approximately 8 km, with the width of the technical corridor varying depending on the segment and construction technology of the cable line.

At an earlier stage of the project's realization, the applicant analysed the possibility of implementing an alternative variant to the VPA for the land section, which involved laying cables in an open trench at the height of the peat bog in the area of the Bezimienna River floodplain and the ecological use area "Torfowisko w Szklanej Hucie." During the conceptual work on this variant, which primarily considered environmental conditions, as well as technological, organizational, and technical aspects, it was indicated that its implementation could significantly impact the environment, particularly directly affecting the existing water relations in these areas, and indirectly affecting many biotic elements of the ecosystem of these areas, especially during the construction and operation phases of the IP OWF BC-Wind.

Both variants considered are rational, i.e., feasible under the current legal, technical, and technological conditions, as well as the current knowledge of environmental conditions. For the onshore section of the IP OWF BC-Wind, the design of the variants also considered the necessity of ensuring spatial continuity and minimizing spatial conflicts with other stakeholders. In the offshore part of the IP OWF BC-Wind, the change in RAV compared to the VPA is the change in the cable route and its extension.

The variant proposed by the applicant involves carrying out the project using the latest and most commonly used technologies for building low-voltage power lines. For the marine area outside the OWF BC-Wind area, the project route does not exceed the area indicated in the location decisions issued by the Minister for Maritime Affairs and the Director of the Maritime Office in Gdynia. This variant meets all environmental protection requirements, as well as optimizing between planning, environmental, technical, and economic conditions for power transmission. The Report on Environmental Impact Assessment presents both the Variant proposed by the Applicant and the Rational Alternative Variant, with the Variant proposed by the Applicant being the most environmentally beneficial option. This approach is consistent with Article 1 section 11 and Article 15 item 1 of the Act of July 13, 2023 on the amendment of the Act on the availability of environmental information and its protection, public participation in environmental protection, and environmental impact assessments, and certain other acts.

<u>Impact of the Investment on the Marine Environment</u> (during construction and operation):

The potential impacts of the planned project primarily concern the construction phase and are related to:

- Necessary interference with the seabed causing temporary sediment resuspension and increased suspended matter in the water during construction activities related to burying/placing the cables;
- Periodic underwater noise emissions from ships and equipment necessary for laying and placing the cables on the seabed;
- Periodic emissions of exhaust gases into the atmosphere from vessels involved in preparatory work (seabed cleaning), cable laying, burying/placing cables, and carrying out trenchless crossings;
- Restrictions on the movement of vessels.

During the operational phase, IP OWF BC-Wind is expected to conduct periodic inspections, particularly of sensitive areas (e.g., intersections with existing infrastructure) and the entire length of the cable lines, at least once every 5 years. Offshore cable inspections require the use of small vessels, which may result in their occasional presence in the IP OWF BC-Wind area. Inspections may be carried out using unmanned vehicles such as ROVs or divers. Currently, due to human safety and technological advancement, unmanned vehicles are preferred for inspections.

In the event of a cable failure, cable repair may be necessary, resulting in temporary increased vessel traffic at the site of the failure. To minimize the risk of cable damage and subsequent repair work, effective cable protection measures will be developed and implemented during the construction phase. The most important measures will include burying the entire length of the cables in seabed sediment or protecting them with durable structures if surface laying is necessary, and using trenchless methods for bringing cables ashore. The use of widely adopted and proven solutions to protect marine cables from damage significantly reduces this risk and makes its occurrence during the operation phase unlikely and not considered within the normal operational scope of the project.

Small service vessels will use the nearest port located in Władysławowo.

<u>Impact on Seabed Formation, Geological Structure, and Water Quality:</u>

Sediment resuspension associated with physical interference with the seabed leads to the release of chemical compounds it contains into the water column. During activities disturbing the seabed, substances such as labile metal forms, total organic carbon (TOC), volatile organic compounds (VOC), and biogenic elements will enter the water. The key elements influencing the magnitude of the impact are: the volume of disturbed sediment resulting from the size of the work areas, the type and quantity of contaminants present in the sediments, and the type of seabed sediments. The transfer of contaminants from sediments to the water, and consequently the deterioration of water quality and the formation of persistent suspended matter in the water column, depends primarily on the type of sediment. Sediments with increased organic matter content, such as silty and clayey sediments, characterized by higher concentrations of metals and persistent organic compounds, will release more contaminants and biogenic elements into the water. These sediments will also promote the formation of more suspended matter that will persist longer in the water. Intensive resuspension can lead to the release of biogenic elements trapped in the sediment and contribute to eutrophication. In the case of sandy sediments with low organic matter content, these processes will be less intense. Such sediments generally have low amounts of fine fractions and low concentrations of metals and persistent organic pollutants. Geochemical studies of sediments

in the IP OWF BC-Wind area indicate that they generally contain low amounts of fine fractions and low concentrations of metals and persistent organic pollutants. Therefore, it is assessed that processes related to their release due to ongoing activities will occur with low intensity across the entire IP OWF BC-Wind area. Substances released from the sediments will transition to the water column. However, within about one year after the cessation of activities disturbing the seabed, these substances will, after reaching equilibrium, transition back to the sediment. Burying the power cable in the seabed can be done using two basic technologies: SLB (Simultaneous Lay and Burial) — simultaneous laying and burying of the cable in the seabed; PLB (Post-Lay Burial) — burying the cable after it has been previously laid on the seabed. The PLB technology and the use of remotely operated autonomous devices are less favourable in terms of environmental impact. With this technology, the volume of disturbed sediment would be greater compared to SLB technology.

In addition, during the construction of the BC-Wind Offshore Wind Farm (IP OWF BC-Wind), there will be disturbances of the seabed sediment due to the anchoring of vessels. The anchoring process, which reaches a depth of about 3 meters, is short-term and localized (point-like). Thus, the volume of disturbed sediment will be negligible compared to the volume disturbed during cable laying operations. Based on these assumptions and the concentrations of pollutants and biogenic elements identified in the IP OWF BC-Wind area, estimates of their emissions into the water were made. The estimated amounts of heavy metals, pollutants, and that may be released during the implementation of the IP OWF BC-Wind are not significant compared to the loads introduced annually into the Baltic Sea by Polish rivers and wet deposition.

Pollutants entering the marine environment during normal vessel operations are the second-largest source of oil pollution. Approximately 33% of oil-based substances entering the environment come from this activity, mainly due to increased vessel traffic in the area. During construction, various types of vessels will be involved, and during their normal operation, there may be minor leaks of oil-based substances (lubricants, fuels, etc.) into the water. These leaks could contribute to a deterioration in water quality.

Considering the scale of the construction activities related to the IP OWF BC-Wind, it is assumed that these will be small spills (Class I), up to 20 m^3. Visible traces of such pollution, under favourable conditions, may dissipate naturally through evaporation and dispersion in the water. The extent of these potential spills will be limited to the construction area and along the vessels' routes.

To protect ship hulls and other submerged elements from biofouling, biocides are used, which may include compounds such as copper, mercury, and organotin compounds (e.g., tributyltin). These compounds can leach into the water and ultimately reach the seabed sediments. Currently, the use of tributyltin (the most harmful substance) in anti-fouling paints is banned, but the presence of these compounds on older vessels cannot be excluded. During the construction of the IP OWF BC-Wind, various types of vessels will be used, and their hulls may release small amounts of anti-fouling substances into the water during normal operation. To prevent this, it is recommended that vessels used throughout the investment phases should not have hulls coated with anti-fouling paints containing TBT. This will help eliminate this most harmful impact on aquatic organisms.

To minimize negative impacts, the relevant authority has imposed conditions No. 2.20 and 2.21.

Moreover, during the construction of the IP OWF BC-Wind, waste will be generated on the vessels, primarily municipal and other waste not directly related to the construction process, as well as sanitary sewage. Waste and sewage may accidentally enter the marine environment during collection from ships by another unit, causing localized increases in biogenic element concentrations and deterioration in water and sediment quality. During the construction of the IP OWF BC-Wind, waste directly related to the process will also be generated, such as damaged components of the IP OWF BC-Wind, operational fluids, and other chemicals used or replaced during construction work. These may accidentally be released into the marine environment.

During the operational phase of the IP OWF BC-Wind, activities will impact water and sediment quality, primarily through maintenance work (cable inspections) and potential emergency interventions. These activities may cause two types of impacts: water and sediment contamination with oil-based substances. Additionally, electrical power transmission will cause changes in thermal conditions in the sediments where the cables are buried and, to a lesser extent, in the surrounding water.

During normal vessel operations, periodic inspections of the connection infrastructure and potential repair activities may result in leaks of various oil-based substances (lubricants, fuels, etc.).

These substances may contribute slightly to water quality degradation. Heavier fractions of oil may be absorbed onto organic and mineral suspended particles, increasing their specific gravity and causing them to settle on the seabed. They may then be deposited in the sediments.

To minimize negative impacts, the relevant authority has imposed conditions No. 2.22 and 2.24.

Electric power transmitted through the energy cable causes heating due to power losses in resistance, according to Joule's law. As the cable temperature rises above the ambient temperature, heat begins to be transferred to the surrounding environment. Accurately determining the amount of heat transferred is challenging due to the phenomena of conduction, convection, and radiation, governed by different physical laws. An increase in the temperature of the sediments in which the cable is buried, and interstitial waters (water filling the spaces between sand grains in the sediment) may result in:

- Increased bacterial activity, leading to accelerated decomposition of organic matter,
- Reduced oxygen levels in the water,
- Release of harmful substances from the sediment into the water, including metals,
- Adverse effects on benthic organisms.

The most important parameters affecting the level of impact are the depth at which the cable is buried and the type of seabed. Heating of the seabed sediment and interstitial waters may also promote the transfer of metals from the sediment into the water column and accelerate the decomposition of organic pollutants in the sediment.

The increase in sediment temperature may also adversely affect benthic organisms. Additionally, changes in temperature profiles may alter biogenic elements and oxygen levels.

If the power cables are laid on the seabed and covered with protective structures, the emitted heat will be immediately dispersed in the seawater and will not affect the marine environment.

Impact on Living Organisms:

Phytobenthos and Macrozoobenthos:

Environmental studies regarding the presence of phytobenthos have shown that it is not present in the IP OWF BC-Wind area. Therefore, construction activities will not affect phytobenthos.

Activities involving seabed disturbance directly impact organisms living on or within it. The consequence of these activities is the destruction of macrozoobenthos at the work sites. This particularly affects zoobenthos species inhabiting sandy, muddy, or rocky sediments that cannot actively move through the sediment. Disturbance of sediment structure leads to the elimination of zoobenthos at disturbance sites. In the IP OWF BC-Wind area, the impact on zoobenthos will be limited to the area of the work on the seabed. The macrozoobenthos in this area is not unique in terms of its qualitative and quantitative composition compared to similar habitats in the southern Baltic Sea, and it has a high capacity for recovery in a relatively short time.

The disturbance of seabed sediments will lead to increased turbidity in the water column. Higher concentrations of suspended particles and prolonged exposure to mineral and organic particles in the water can negatively impact the condition of benthic fauna. Filter-feeding organisms or those feeding on suspended and organic material in the sediments, such as mollusks, may experience reduced feeding efficiency due to excessive turbidity. Turbidity levels above 250 mg/L can limit the growth of macrozoobenthos organisms and even increase the mortality of mollusks.

Sedimentation of suspended particles on the seabed can increase benthic organism mortality by covering them with an additional layer of sediment or degrading their living conditions. Suspended particles that settle on the seabed may be subject to erosion and resuspension depending on hydrodynamic conditions. Species within the epifauna and macrozoobenthos larvae are most affected by this, as additional sediment layers limit their mobility and contact with the sediment surface, which is necessary for respiration and feeding. Mollusks will extend their siphons above the sediment layer. Infauna species (e.g., polychaetes and oligochaetes) are more tolerant to sedimentation, as they can move through layers of sediment up to 10 cm thick, though this depends on sediment type and the duration of negative impact. Generally, macrozoobenthos is quite tolerant of sedimentation layers up to 0.2-0.3 m thick, especially if composed of fine sands. However, prolonged negative impacts increase mortality rates among all benthic species due to sediment coverage.

The sensitivity of the soft-bottom macrozoobenthos organisms in the IP OWF BC-Wind area to sedimentation is considered low because, alongside numerous infauna species (polychaetes), which can temporarily withstand anoxic conditions, there is also epibenthos, including mollusks like *Limecola balthica*, *Mya arenaria*, and *Mytilus trossulus*. These organisms may experience difficulties accessing dissolved oxygen and reduced filtration processes due to sedimentation.

The hard-bottom macrozoobenthos organisms, primarily represented by *Mytilus trossulus*, will also show low sensitivity to sedimentation due to the negative effects on filtration processes.

Although sedimentation on the seabed may temporarily reduce benthic resources, impacting the food base for fish and seabirds in the area, the sediment thicknesses, except near the cables, will generally not exceed lethal levels.

Seabed disturbance during cable construction will expose benthic fauna to increased concentrations of pollutants, such as heavy metals and toxic organic compounds (PAHs, PCBs, TBT), which may migrate from the sediment into the water column due to chemical and biochemical processes. Among these substances, organotin compounds are the most toxic to aquatic organisms. Currently, the use of TBT in anti-fouling paints is banned.

Geochemical studies in the IP OWF BC-Wind area have shown that the surface sediments are inorganic with less than 10% organic matter. They have low concentrations of biogenic elements. The concentrations of persistent organic pollutants (PAHs, PCBs, TBT) and harmful substances such as labile heavy metal forms (arsenic, total chromium, zinc, copper, cadmium, lead, mercury, nickel), which may transition from sediment to water and be responsible for toxicity and bioavailability, were low and did not significantly differ from literature values for sandy sediments in the southern Baltic Sea. The concentrations of labile forms of the analysed elements were roughly uniform across the area. Due to the low values of these pollutants, the impact on changes in the structure and functioning of both soft-bottom and hard-bottom macrozoobenthos organisms is expected to be minimal.

No phytobenthos was recorded in the IP OWF BC-Wind area. Therefore, the construction of cable lines will not result in a loss of phytobenthos. If cables are laid on the seabed and covered with protective structures, suitable conditions may develop for phytobenthos to colonize these surfaces. This could contribute to a local increase in biological diversity through changes in habitat conditions.

The construction of the IP OWF BC-Wind will result in the destruction of macrozoobenthos communities at the sediment disturbance sites. Consequently, there will be a local and short-term loss of biological diversity. After the construction work ceases, the

original conditions on the seabed will be restored. Apart from the cable routes, where power cables may be laid and protected on the seabed, sediment conditions will not change. Therefore, given the high reproductive capacity and widespread occurrence of macrozoobenthos organisms, there will be a relatively quick return to pre-disturbance conditions in terms of biomass and abundance. The qualitative and quantitative recovery of macrozoobenthos colonies will not result in changes to the taxonomic composition in this area.

Ichthyofauna:

During the construction phase of the IP OWF BC-Wind, the possible impact on fish includes changes in acoustic conditions. The extent of noise impact depends on both the auditory system of the fish and the intensity of the sound. The construction of the cable lines on the seabed will involve underwater noise emission due to vessel movements and the operation of machinery and equipment used for cable laying. The highest noise levels will be generated by underwater devices working with mechanical trenching technology, which emit sounds with a pressure level ranging from 172 to 185 dB re 1 µPa at a distance of 1 meter from the source. The impact of noise and vibrations on adult fish will be direct, brief, and localized. The sensitivity of fish species with swim bladders (cod, herring, sprat, common goby, sand goby, and long-spined sea scorpion) is considered high, while for species without swim bladders (sturgeon, common dab, and butterfish), it is moderate.

To minimize the impact, conditions No. 2.27 and 2.32 have been imposed.

The presence of various factors related to infrastructure construction, such as noise and increased turbidity, may cause fish to avoid the work area.

During seabed disturbance activities, chemical substances contained in the sediments will be released. The impact of these toxic substances being released from sediment into the water will be negative, direct, brief, and localized. The sensitivity of cod, sturgeon, common dab, common goby, sprat, herring, and butterfish to this impact is assessed as moderate. The overall significance of the impact is considered low for all fish species studied. Construction activities related to seabed disturbance during cable laying will lead to increased turbidity in the water column.

During the operational phase, the vibration of cables resulting from alternating current flow emits sounds. Due to the cables being buried below 1 meter from the seabed or their protection on the seabed surface, the noise level will be significantly reduced. The noise and vibration emissions produced during the operation of the IP OWF BC-Wind may directly impact the ichthyofauna. These will be negative, direct, local, and permanent effects. The sensitivity to impact for fish with swim bladders—such as cod, herring, sprat, sand goby, common goby, and common dragonet—is assessed as high. For fish without swim bladders—such as sturgeon, flounder, and eel pout—the sensitivity is assessed as moderate. In places where it is not possible to bury the cables in the sediment, various infrastructure protections may be necessary to prevent damage. These may include various types of concrete structures (concrete mats), stone and gravel embankments, and covers made of plastic and metal, which can be colonized by organisms, creating a so-called artificial reef. Once colonized by epiphytic organisms, macroalgae, and invertebrates, an artificial reef becomes an attractive habitat for fish. Artificial reefs can also provide favourable conditions for fish spawning but may also facilitate the invasion of alien species. The sensitivity to impact for cod, sturgeon, herring, flounder, sand goby, and eel pout is high, while for sprat and common dragonet it is low. Considering the low likelihood of creating a new habitat over a significantly large area of the seabed, the sensitivity to impact for cod, sturgeon, herring, flounder, and sand goby is assessed as moderate. The electric current flowing through the power cable generates a magnetic field. The spatial range of the induced electric field usually extends up to several meters from its source. The magnetic field can affect both the physiology and behaviour of fish, as well as their orientation in the environment. Analyses have shown that for high voltage alternating current export cables, the levels of electromagnetic fields (EMF) are negligible in terms of

impact on the marine environment at approximately 1.5 meters from the cable. Burying the cable at this depth or greater will mitigate the impact of EMF on benthic and pelagic marine organisms sensitive to EMF.

Marine Mammals:

During the construction phase of the IP OWF BC-Wind, both ships and machinery will be sources of underwater noise. Due to the nature of the planned project, noise sources will not be stationary. Consequently, the conditions for noise propagation will vary over time and space depending on many factors, including seabed formation and type, wave action, water depth, water temperature, and ship movement. The predicted underwater noise emissions during the construction of the offshore power cables do not pose a risk of injury to marine mammals but may cause behavioural disturbances and the need to avoid construction sites. Maximum disturbance ranges for marine mammals will range from several dozen meters for noise generated by smaller ships and installation work to several hundred meters for large ships with dynamic positioning (DP) systems. Considering that marine mammals are sporadically present in the construction area and have the ability to freely move to other marine areas that meet their habitat requirements, it can be assumed that the disturbance caused by underwater noise will not affect their welfare. The underwater noise impacts caused by the construction of IP OWF BC-Wind on marine mammals will be direct, local, temporary, and reversible.

The construction of IP OWF BC-Wind will lead to changes in the water column, which serves as habitat for marine mammals. Activities causing sediment disturbance will lead to the release of suspended particles and chemical compounds from the sediments into the water column. Additionally, the presence of ships and machinery in the work area will physically disrupt the marine environment, both on the surface and in the water column. These effects will contribute to the deterioration of the natural habitat parameters for marine mammals. This will lead marine mammals to avoid areas with disrupted habitat parameters. Considering that marine mammals are sporadically present in the construction area and have the ability to move to other marine areas that meet their habitat requirements, it can be assumed that the disturbance caused by changes in habitat parameters will not impact their welfare.

During the operational phase of IP OWF BC-Wind, marine mammals may be affected by noise generated by ship movements, underwater equipment operation, and seabed intervention during periodic inspections or cable repairs. Due to the local and short-term nature of this impact, the minimal significance of this area for specific marine mammal species recorded in the southern Baltic, and their sporadic occurrence in the project area, the impact will be no greater than during the construction phase.

Seabirds:

The presence and movement of ships involved in the construction phase of IP OWF BC-Wind will lead to the disturbance of birds on the water, causing them to move to other areas not affected by construction. Birds displaced from their location in the immediate vicinity of construction work will move to adjacent areas with similar environmental conditions. After the disturbance subsides, birds will be able to return to their original location. The disturbance to birds will be direct, local, temporary, and reversible. It will affect wintering birds (auks, razorbills, eiders, long-tailed ducks, and common scoters) but will not affect gulls, whose presence in the analysed area is primarily due to the presence of fishing vessels they follow during fishing activities. The significance of this disturbance is considered negligible.

Underwater noise generated during the construction of IP OWF BC-Wind may contribute to the avoidance of the construction area by fish within the range of acoustic changes, thereby reducing fish stocks. This will worsen food availability for ichthyophagous birds, for which fish constitute the main food source (auks, razorbills, and gulls). Birds, unable to find sufficient food, will move to adjacent areas with similar environmental conditions where they can feed. After the disturbance ends, birds will be able to return to their original

location. The change in acoustic conditions will affect birds indirectly, locally, and temporarily. This impact will be reversible and its significance is negligible.

Activities involving seabed disturbance during the construction of IP OWF BC-Wind will directly result in the destruction of benthic organisms. Consequently, there will be a reduction in the food base for bird species that feed on benthic organisms (scoters, eiders, and long-tailed ducks). This disturbance will be more significant in the southern part of IP OWF BC-Wind due to the higher number of birds in this area compared to the northern part. Birds unable to find sufficient food will move to adjacent areas with similar environmental conditions where they can feed. The impact causing the reduction of the food base for birds feeding on benthic organisms will be indirect, local, and medium-term, and reversible.

To minimize the negative impact on birds, conditions such as 2.27 and 2.32 have been imposed.

In the operational phase of IP OWF BC-Wind, no significant impacts on seabirds are anticipated. After the construction phase, the seabed will be recolonized by benthic organisms. It is expected that during the operational phase, habitat conditions for birds in the project area will be similar to the current conditions and will be subject to different factors than those that may result from the presence of power cables. Periodic inspections will be carried out by a single vessel equipped with a remotely operated vehicle (ROV). Disturbance of birds will be sporadic, temporary, and reversible. Ship movements in the IP OWF BC-Wind area will not be greater than in its vicinity. The operational phase of the cable lines may have a positive impact on seabirds. Establishing a safety zone for the cables may involve restrictions on certain forms of commercial fishing within its boundaries, thereby reducing bycatch of birds—primarily diving ducks in fishing nets. It is not possible at this stage to determine the scale of this impact, and therefore it has not been assessed.

In summary, it can be assumed that during the operational phase of IP OWF BC-Wind, no noticeable or measurable negative impacts on birds will occur.

Impact on Air Quality:

During the construction phase, the only source of gaseous emissions to the air will be the exhausts from the engines of the floating units and the equipment used for laying, sinking/burying cables, and optionally dredging. The engines of floating units will be a source of exhaust emissions. The amount and spectrum of emissions will depend primarily on the number and size of the vessels involved in the work and their temporal and spatial engagement. However, this impact will be short-term and transient. The project during the operational phase will not be a source of CO2 emissions to the atmosphere and will not exacerbate the effects of ongoing climate changes. The planned project is a significant element in the process of reducing the impact on climate by enabling the transmission of renewable electricity from offshore wind farms, which will contribute to reducing fossil fuel consumption. Therefore, the planned project will have a positive impact on air quality and climate during its operation.

Impact on the Acoustic Background:

Ships and underwater vehicles involved in the construction of the cable lines will generate underwater noise. For ships, the noise will come from the running engine, propeller sound, and the operation of control engines. Large vessels equipped with dynamic positioning (DP) systems, such as cable-laying ships, generate low-frequency noise in the range of 30 Hz to 3 kHz and acoustic pressure from 100 to 197 dB re 1 µPa at 1 meter from the source. Noise levels do not depend on the ship's speed but on the intensity of the DP systems that maintain the vessel in a fixed position. Therefore, higher noise levels emitted by the ship will occur under unfavourable weather conditions, such as strong waves and wind. Smaller vessels not equipped with DP systems generate underwater noise at frequencies between 50 Hz and 2 kHz and acoustic pressure from 170 to 180 dB re 1 µPa at 1 meter from the source. Unlike DP-equipped vessels, the noise level depends on the speed of these ships.

The operation of underwater devices involved in the construction of the cable lines also results in noise generation. The highest noise levels will be produced by underwater vehicles using mechanical trenching technology, which emit sounds with acoustic pressure from 172 to 185 dB re 1 μPa at 1 meter from the source.

During the operational phase of the planned project, the source of noise will be the vessels used for technical inspections. Considering the above, both the intensity of ship traffic and the level of generated noise will be sporadic, short-term, and reversible. The impact is assessed as minor. To minimize this impact, condition No. 2.27 has been imposed.

Waste Management:

During the construction phase of IP OWF BC-Wind, various types of waste will be generated as a result of the operation of ships and equipment used for laying the cable lines. The anticipated types and quantities of generated waste are listed in Table 2. At this stage of project development, it is not possible to precisely determine the types and quantities of waste produced, so the table includes all theoretically possible types of waste and estimates their maximum expected quantities based on information about the planned technology and the longest assumed duration of work in the offshore area.

Table 2. Summary of Maximum Estimated Quantities of Waste Generated During the Construction Phase in the Offshore Section Over One Year.

Waste Code (*Hazardous Waste)	Type of Waste	Estimated maximum quantity (kilograms per year)
08	Waste from the production, preparation, handling, and use of protective coatings (paints, varnishes, ceramic enamels), putties, adhesives, sealants, and printing inks	
08 01	Waste from the production, preparation, handling, and use, as well as disposal, of paints and varnishes	
08 01 1 1*	Waste of paints and varnishes containing organic solvents or other hazardous substances	5
08 01 12	Waste of paints and varnishes other than those listed in 08 01 11	12
08 01 13*	Sludges from paint and varnish removal containing organic solvents or other hazardous substances	11
08 01 14	Sludges from paint and varnish removal other than those listed in 08 01 13	23
08 01 99	Other wastes not otherwise specified	7

08 04	Wastes from the production, preparation, handling, and use of adhesives and sealants (including water-repellent impregnating agents)	
08 04 09*	Adhesives and sealants waste containing organic solvents or other hazardous substances	5
08 04 10	Waste adhesives and sealants other than those listed in 08 04 09	9
08 04 99	Other waste not otherwise specified	7
13	Waste oils and liquid fuel wastes (excluding edible oils and groups 05, 12, and 19)	
	Waste hydraulic oils	
13 01	Mineral hydraulic oils containing organochlorine compounds	23
13 01 10*	Mineral hydraulic oils not containing organochlorine compounds	141
13 01 11*	Synthetic hydraulic oils	94
13 02	Waste engine, transmission, and lubricating oils	
13 02 04*	Mineral engine, transmission, and lubricating oils containing organochlorine compounds	468
13 02 05*	Mineral engine, transmission, and lubricating oils not containing organochlorine compounds	468
13 02 06*	Synthetic engine, transmission, and lubricating oils	351
13 02 07*	Engine, transmission, and lubricating oils that are readily biodegradable	35
13 02 08*	Other engine, transmission, and lubricating oils	35
13 04	Bilge oils	
13 04 03*	Bilge oils from marine vessels	141
13 05	Waste from the dewatering of oils in separators	

13 05 02*	Sludges from the dewatering of oils in separators	47
13 05 06*	Oil from the dewatering of oils in separators	47
13 05 07*	Oil-contaminated water from oil dewatering in separators	35
13 07	Liquid fuel waste	
13 07 01*	Heating oil and diesel fuel	20

Waste and sewage generated during the construction phase will be appropriately stored and secured on vessels, in accordance with the plan for preventing sea pollution on each vessel. This plan is prepared according to the requirements of the Act of March 16, 1995, on the Prevention of Marine Pollution from Ships. In ports, waste and sewage will be delivered to port reception facilities and managed according to the applicable port waste management plan and cargo residue regulations [Regulation of the Minister of Infrastructure of December 21, 2002, on Port Waste Management Plans and Cargo Residues from Ships (Journal of Law, 2002 No. 236, item 1989, as amended)].

Impact on Waters:

The area where the planned project is to be located, as per the drawing of the Spatial Development Plan for Polish Maritime Areas at a scale of 1:200,000, hereinafter referred to as the "Plan," adopted by the Regulation of the Council of Ministers of April 14, 2021, on the adoption of the spatial development plan for internal marine waters, territorial sea, and the exclusive economic zone at a scale of 1:200,000 (Journal of Laws of 2021, item 935), is situated within the following areas: POM.46E, POM.16.Pw (including sub-area 16.201.l), POM.54.T (including sub-areas 54.201.1, 54.926.B), POM.41a.P (including sub-areas 41a201.l, 41a926.B), and POM.40a.C (including sub-areas 41a201.l, 41a9118.8, and 40a.800.S). According to the Plan, the project qualifies as technical infrastructure (l). Considering both the nature of the proposed project and the conditions of the area designated for its location, it should be recognized that the implementation of the project complies with the provisions of the Plan.

The installation of cable lines in the coastal zone and onshore is expected to involve eight HDD (Horizontal Directional Drilling) operations. These activities will require the use of seawater and freshwater. During construction, temporary water intakes will be established in the cable well areas and on the cable trench site for HDD purposes. The anticipated water demand for HDD operations will range from a minimum of 7,400 m^3 to a maximum of 13,400 m^3. The assumed water intake rate for HDD, located in the cable well area, will be about 20 m^3/h, with an annual water demand of approximately 10,000 m^3, and a daily demand of about 50 to 150 m^3. The technological requirement specifies a temporary water demand on a large machinery site of around 1,000 l/min. Since this is three times higher than the likely well yield, the contractor will consider water storage and buffering. The water intake demand for the well located on the cable trench site will be about 3,500 m^3 annually, with an average daily amount estimated at about 17.5 to 52.5 m^3 depending on the phase of work, with an assumed intake rate of around 20 m^3/h. The balance does not include the planned use of seawater for the drilling in the coastal zone amounting to 950 m^3.

Burial of cables in the marine area will involve the use of seawater. Specialized equipment will draw water from the environment and then inject it under pressure into the surface layer of sediment to loosen its structure, allowing the cable to be laid. All the water drawn will return to the environment. Depending on the equipment used, the water flow is expected to range from about 800 to 5,000 m^3/h.

Water supply for the project will come from the nearest water supply network or planned water intakes. It is anticipated that three water intakes will be built within the project area: in the cable pit area, within the cable trench area, and on the OTS site. The intake on the OTS site will be used during the operation phase of the OWF BC-Wind, while the intakes in the cable pit area and cable trench area will be operational only during the construction phase. The estimated water demand from the intake on the OTS site will be around 20 m^3 per year.

<u>Impact on Terrestrial Environment</u> (during construction and operation):

For the project, the following works are planned:

- Tree felling in the area designated for the multi-circuit cable line and/or the OTS;
- Construction of access roads for the project;
- Excavation for the multi-circuit cable line;
- HDD operations in places where open excavation will not be performed;
  Laying of the cable line in trenches and fibre optic lines;
- Cable connections—cable joints, cable heads, and connection to the OTS;
  Finishing works—backfilling trenches, cable line marking, communication system installation, site levelling, and land reclamation.

The construction phase will require occupying a cable corridor for earthworks and installation, with varying widths depending on the location and technology used for the cable lines. In the case of dewatering excavations, pumps, filter wells, or additional drainage excavations will be used. Construction work in forested areas will be preceded by tree and shrub removal. Tree removal will include cutting and clearing shrubs and trees, removing stumps, transporting debris off-site, and backfilling stumps' holes. Tree removal will be carried out using harvesters, mechanical saws, branch chippers, and small cutting tools such as axes, pruners, hand saws, etc. Construction will use standard construction vehicles and machinery such as cranes, lifts, hoists, excavators, rollers, cutting equipment, tracked bulldozers, and specialized machines for cable pulls, drilling, pumps, filter wells, and transportation vehicles.

The operation of the underground cable line is a maintenance-free process. Due to the need to ensure access to the underground cable infrastructure, permanent exclusion of forest use will occur in a strip about 22 meters wide along the predominant section of the cable line, and up to 70 meters around the cable wells and the HDD exit point in the archaeological area. This requirement is due to the risk of cable damage by root systems and potential failure. In this context, access to cable pits and joint stations will be ensured. The area occupied during the operation of the underground cable line will be approximately 14.5 ha. During the operation of the electrical connection, maintenance work will be performed. Cable line inspections are planned operational activities, consisting of technical procedures resulting from the assessment of technical condition, aimed at maintaining the cable lines and associated facilities in good technical condition.

In the event of an underground cable line failure, the general action schedule includes:

- Locating the damaged cable section and type of damage;
- Removing the damaged cable section (if repair on-site is not possible, e.g., insulation piercing);
- Repairing the cable, including jointing and re-laying the cable underground.

Minor mechanical damage can be repaired without replacing the entire section. The work area for cable repairs will be prepared to protect the chosen repair technology from harmful external factors such as dust, particles, fumes, and weather conditions. The OTS will be staffed by technical personnel 24 hours a day in shifts. The standard time for staff on the OTS site per day should not exceed 4 hours, but in emergencies, this time may be extended according to relevant regulations. Regular inspections and servicing are planned for the OTS.

Soil Surface Impact:

Potential geological impact may arise from the coastal zone transition using trenchless technology HDD or HDD Intersect, reaching a maximum depth of 50 meters below the surface or seabed. Drilling and excavation of spoil on land could disrupt sediment layer arrangement and involve risks of contamination of deeper sediment layers in case of failure. No activities will be conducted on the surface of the coastal zone during planned construction works. Therefore, there will be no impacts on the coastal zone's formation and dynamics from both the sea and land sides. The construction of electrical lines using open trenching and trenchless methods across watercourses, roads, or archaeological sites does not pose a threat to geological formation.

Where earthworks are performed, changes in soil profile will occur due to the excavation of soil and temporary open trenches until cables are laid and covered. The significance of this impact is assessed as moderate. Water relations are an environmental factor influencing other components. Groundwater drainage caused by excavation may lead to local drying of the topsoil. Dewatering will be necessary where groundwater levels are above the excavation floor. One wetland area along the planned project route will use trenchless technology. Groundwater level stabilization to the previous level will likely occur within 1-2 days after pumping ends.

Soil structure changes due to compaction may occur along the road used by heavy construction equipment and vehicles. This type of impact is particularly concerning for hydric soils. Both stockpile areas and access roads will be located outside these types of soils. Wind erosion sensitivity is highest for loose-structured soils, composed of individual grains (sandy soils). Most of the cable lines will be constructed using trenchless technology, thus not disturbing soil structure.

According to the Environmental Impact Assessment (EIA), no mineral deposits or mining areas have been documented within the planned project area or its immediate surroundings. Therefore, the project will not affect access to raw materials or deposits. The planned project, located within the area covered by concession No. 5/2019/Ł for the exploration and recognition of oil and gas deposits, as well as the extraction of oil and gas from deposits in the Żarnowiec area, will not restrict access to oil and gas deposits. The construction of the IP OWF BC-Wind will not impact other identified deposits in the area due to the distance between these projects.

During the operational phase of the planned project, no adverse effects on the land surface or terrain topography, including the coastal and dune areas, are anticipated. The project will not deteriorate soil structure or reduce agricultural production. Although the operation of the underground cable line will result in heat emission into the ground, this will cause only minor temperature changes at the surface above the cables. Therefore, the impact of the cables on the soil during the operational phase is considered negligible.

Permanent soil transformation will occur in the area of the planned cable connection points, the onshore substation, and permanent access roads.

Impact on Water:

The planned investment will include an OTS with an input voltage of 220 or 275 kV and an output of 400 kV. Associated elements of the OTS include: a technological building, a guardhouse, cable ducts, internal communication systems with a yard and parking area, lighting, lightning protection, stormwater drainage with a retention-absorption tank, water

connection, and possibly a water intake, a power generator (on a paved area), and, if necessary, a firewater tank and a non-discharging sewage tank (sanitary sewage system).

Domestic wastewater will be discharged into an external sewer system or a sealed sewage tank. The construction site will be equipped with portable and sealed sanitary sewage facilities.

The OTS will have its drainage system installed in the area of paved surfaces. Stormwater from sealed transformer trays will be managed on-site using a drainage system after pre-treatment in an oil separator.

In the event of an emergency or if the separator detects a higher amount of oil-based substances than it can treat, the device in the separator will block the outflow, and transformer oil will be retained in a sealed tray and in the stormwater drainage system. Collected oil will be pumped out by a specialist company and disposed of off-site.

If the need for excavation dewatering arises pumps, dewatering wells, or additional drainage trenches will be used. Regardless of the dewatering method chosen, it will be temporary and will not cause permanent disruption to water relations, whether surface or groundwater. It is anticipated that dewatered water will be discharged off-site into existing nearby streams or infiltrated into the surrounding land.

During the operational phase of the underground cable line, which is a maintenance-free process, the area occupied will be approximately 14.5 hectares. To reduce the likelihood of faults, cables will be buried at a depth of about 1.4 meters (except where cables are placed in protective pipes at greater depths) and covered with protective plates and identification markers.

The construction of the underground power line will not involve significant landform changes or alterations to runoff processes and water infiltration. Changes to the surface will only occur at permanently designated access roads. Therefore, it can be stated that the construction of the underground line will not cause significant changes to current surface runoff conditions or groundwater recharge.

According to the Water Management Plan for the Vistula Basin published in the Regulation of the Minister of Infrastructure on November 4, 2022 (Journal of Laws 2023, item 300), the project is located in the Lower Vistula Water Region, within the following uniform parts of water bodies:

- Surface Water:

– CW20001WB2 — Polish coastal waters of the Gotland Basin. This is a natural homogeneous part of coastal surface waters, monitored with an overall status rated as poor (poor ecological status, chemical status below good). This water body is at risk of not meeting environmental goals. The environmental goal for this water body is a moderate ecological status, mitigated indicators (chlorophyll), remaining indicators — Class I quality) and good chemical status.
– RW200010476925 — Chełst to Lake Sarbsko. This is a natural homogeneous part of river surface waters, monitored with an overall status rated as poor (moderate ecological status, chemical status below good). This water body is at risk of not meeting environmental goals. The environmental goal for this water body is a good ecological status, ensuring the passage of species of economic importance along the main Chełst stream within the water body and the Biebrowski Canal tributary (for sea trout) and good chemical status for mitigated indicators [benzo(a)pyrine] below good status, for remaining indicators — good status.
– RW2000184772549 — Bychowska Struga. This is a natural homogeneous part of river surface waters, monitored with an overall status rated as poor (poor ecological status, chemical status below good). This water body is at risk of not meeting environmental goals. The environmental goal for this water body is a good ecological status and

chemical status for mitigated indicators [benzo(a)pyrine] below good status, for remaining indicators — good status.

- RW200015477279 — Piaśnica from Lake Żarnowieckie to Białogórska Struga. This is a natural homogeneous part of river surface waters, monitored with an overall status rated as good (good ecological and chemical status). This water body is at risk of not meeting environmental goals. The environmental goal for this water body is a good ecological status, ensuring the passage of species of economic importance along the main Piaśnica stream within the water body (for sea trout and European eel) and good chemical status.
    - Groundwater:
- GW200011 — This groundwater body has a good quantitative and chemical status and is not at risk of not meeting environmental goals. The environmental goal is good chemical and quantitative status.
- GW200013 — This groundwater body has a good quantitative and chemical status and is not at risk of not meeting environmental goals. The environmental goal is maintaining good chemical and quantitative status.

In the uniform parts of water bodies, there are protected areas designated for the protection of habitats or species, as mentioned in the Act of April 16, 2004, on the Protection of Nature (Journal of Laws 2023, item 1336, as amended), where maintaining or improving the water status is a crucial factor for their protection, and environmental goals are specified in the legal act establishing the protected area. The planned project is located in the Natura 2000 Białogóra PLH220003 area, the Coastal Protected Landscape Area, the Coastal Landscape Park - buffer zone, and the Ecological Use of the Peat Bog in Szklana Huta.

During the onshore phase of the project, the impact on the aquatic environment will primarily result from earthworks related to the excavation of an open trench and horizontal drilling. The nature of these impacts is chiefly associated with potential changes in groundwater levels and contamination by substances used during construction, as well as possible machinery malfunctions. Contaminants from the construction site may enter surface and groundwater through spills of petroleum-based substances, mainly diesel fuel and hydraulic oil, improper storage of construction materials, and runoff from rainwater or snowmelt across polluted areas of the site. With appropriate site protection, proper organization of work, and diligent maintenance of equipment, machinery, and vehicles, the likelihood of such incidents can be considered low. These situations should be prevented through vigilant supervision of equipment operation and maintenance, ensuring they are kept in good technical condition. The construction contractor should be equipped with absorbents and basic equipment to manage even minor spills.

To minimize negative impacts, the relevant authority has imposed condition no. 2.22. Provided that the specified conditions are adhered to, no adverse effects are anticipated on the status of the unified water bodies or the achievement of environmental objectives set for them in the "Water Management Plan for the Vistula River Basin," adopted by the Regulation of the Minister of Infrastructure on November 4, 2022 (Journal of Laws of 2023, item 300).

Impact on the Natural Environment:

In the project area, there are 10 valuable fungal species habitats. Among them, one is of exceptional value and is strictly protected — the chestnut hedgehog (Hydnellum ferrugineum). Others are moderately valuable or less valuable species, not subject to species protection. Some habitats are located within the project area (including one in the drilling area), while others are in the immediate vicinity of access roads. It should be assumed that most of these habitats will be destroyed during construction. Additionally, there will be physical destruction of fungal habitats over the entire area of tree clearing and areas where the soil cover will be disturbed and dead wood removed. This will negatively affect the mycelium the mycelium and fruiting bodies of all species of mushrooms in the area of influence. The

significance of the impact on exceptionally valuable species, given the proposed mitigation measures, will be moderate.

According to the environmental report, there are no sites of exceptionally valuable species, such as *Lobaria pulmonaria* and *Thelotrema lepadinum*, requiring protective zoning within the investment area. However, within the immediate vicinity of the roads incorporated into this area, i.e., less than 10 meters from them, there are three such sites — *Thelotrema lepadinum*. These sites are potentially at risk of destruction. The significance of the impact on other valuable lichen species was assessed as significant. In addition to the physical destruction of lichen sites and their habitats, impacts affecting lichen flora during the construction phase will include gas and dust emissions generated by vehicles and machinery, as well as soil erosion (blowing away of soil).

There are 23 sites of 9 species of mosses partially protected within the investment area. The sites and habitats of mosses and liverworts in the investment area will be destroyed. The destruction of these sites will not significantly affect local, regional, or national resources of these species, as they belong to relatively common taxa both regionally and nationally. The significance of these impacts was assessed as significant. Moss populations in the immediate vicinity of the investment will also be affected by changes in water relations likely to arise during construction. This mainly concerns species of wetland habitats. This impact will be indirect, local, short-term, and reversible.

During the construction phase, local populations of *Erica tetralix* (a very valuable species), *Empetrum nigrum* (very valuable), and *Ledum palustre*, *Carex arenaria*, and *Epipactis helleborine* will be disturbed. The only recorded site of *Taxus baccata* in the study area will likely be destroyed. The habitats of these species in the investment area will also be physically destroyed. Valuable vascular plant sites in the immediate vicinity of the investment will be influenced by changes in water relations likely to occur during construction. However, the use of the drilling method will allow for the preservation of priority habitat 2130* Gray Coastal Dunes and habitat 2190 Wet Depressions between Dunes, provided no additional infrastructure is constructed in these habitats and no technical/access roads are constructed through them. A fragment of habitat 2180 Mixed Forests and Forests on Coastal Dunes (7 ha) and habitat 9110 Acid Beech Forests (1.1 ha) will be destroyed. Mitigation measures are indicated in conditions No. 2.1 to 2.12.

During the operational phase of IP OWF BC-Wind, there will be no impact on geological construction. Due to the potential negative impact on the formation and dynamics of the coastal zone, the design phase of IP OWF BC-Wind excluded the use of open trench technology for cables from the marine area to the land through the coastal zone (coastal zone, beach, and dunes). The technology designed was trenchless (HDD or Direct Pipe), which allows for the preservation of the natural arrangement of rock layers in the coastal zone and does not disrupt its current dynamic state, ensuring that there will be no impact on the formation and dynamics of the coastal zone during the operational phase.

During the operational phase of IP OWF BC-Wind, areas directly adjacent to the cable trench and OTS will be excluded from their previous use. The area within the cable trench will be permanently maintained in a changed state, including preventing the succession of trees and shrubs for the safety of the infrastructure.

Transmission of electricity via high-voltage cable lines will cause a thermal effect in their immediate vicinity. The temperature generated during the transmission of electricity will cause local drying of the ground. A potential impact on soils during the operational phase is their contamination due to leakage of transformer oil from transformers and reactors at the OTS site. To minimize the risk of contamination from oil, installations with separators and sealed tanks for collecting substances in case of failure will be implemented, and periodic technical inspections of equipment will be conducted to detect irregularities and prevent technical failures that may negatively impact the environment. Additionally, the station will be equipped with leak detection systems.

Due to the distance of the project from identified areas of mineral resources and deposits, IP OWF BC-Wind will not impact their accessibility during the operational phase. Due to the size of the concession area Żarnowiec No. 5/2019/Ł owned by ShaleTech Energy Sp. z o.o. and the nature of planned activities, no impact of IP OWF BC-Wind on the possibility of exploration, recognition, or potential extraction of oil and gas is anticipated.

The cable trench areas may be colonized by new fungal species. As a result of maintenance work, if the trench area is maintained as grassland, these sites will be destroyed. Both the fruiting bodies of fungi and their mycelium, as well as their habitat, will be affected. Forest clearing in the cable trench area will alter light and moisture conditions in the forest ecotone, which may affect the occurrence of fungal species, especially mycorrhizal ones. Reduced soil moisture may decrease the frequency of fruiting bodies and may lead to the retreat of species requiring higher moisture levels from this area.

The cable trench areas may be colonized by new lichen species. Due to maintenance work, if the trench area is maintained as grassland, these sites will be destroyed. Both the lichen thalli and their habitat will be affected. Forest clearing in the cable trench area will alter light and moisture conditions in the forest ecotone, which may affect lichen occurrence. It is possible that typical "forest" species will retreat from this area, replaced by lichens with greater tolerance to sunlight and low air humidity. Moreover, changes in light and moisture conditions in the forest area adjacent to the cable trench will impact the quantity and quality of moss and lichen species in this area. Changes in light and moisture conditions in the adjacent forest area will have a minor impact on the plant cover within pine forests. This impact will be somewhat greater in areas with a naturally high level of groundwater.

During the operation phase, the invasion of new species is expected due to the area being left in a deforested state and the use of service roads.

Invertebrates:

Due to earthworks, as well as forest clearing and destruction of vegetation, there will be disturbances to invertebrate populations (destruction of individuals) and permanent destruction of habitats for invertebrate species in this area. Additionally, construction work will damage or alter the environment of many invertebrate species that use this area for food, temporary shelters, and feeding places. This will cause their permanent or temporary displacement to other areas. The presence of people and machines in the investment area will cause disturbance and scaring of animals, leading to their displacement to other areas as well.

Herpetofauna:

During the construction phase within the investment area, the populations of valuable species will be disturbed. There is a likelihood of amphibians and reptiles falling into and dying in construction trenches and due to collisions with vehicles and machinery. This phenomenon will be particularly intense during amphibian migration periods, especially near their breeding sites. A significant impact of the investment on the area's herpetofauna will be the probable destruction or disturbance of amphibian and reptile breeding sites in the southern part of the investment area, near the Onshore Transformer Station. Mitigating measures are necessary—conditions no. 2.13-2.15.

During the operational phase, reptiles and amphibians crossing access roads during migration periods may be killed by service vehicles. The significance of this impact has been assessed as minor.

Avifauna:

Due to the planned deforestation in the area designated for the cable route, there will be a physical, irreversible loss of forest bird habitats. As a result, these species will cease to inhabit the area. In contrast, species that prefer open, shrubby habitats and those typical of early successional stages of forest communities (e.g., the nightjar) and forest edges will appear.

Tree felling over large areas will also lead to the destruction of nests if carried out during the bird nesting season. Nests located on roadside trees and shrubs within the investment area, as well as ground nests in non-forest areas, will also be at risk. During the construction phase, birds will be disturbed by the presence of people, machinery, lighting, and noise. This will affect both nesting and migratory species. Bird disturbance may result in nest losses. The significance of this impact has been assessed as minor.

Mitigating measures are necessary, i.e., condition no. 2.1.

During the operational phase, birds will be disturbed by the presence of people and vehicles during maintenance works. Bird nests may be destroyed during cable line maintenance, vegetation cutting, or tree felling. Additionally, birds may die from electrocution or collisions with structures and equipment. The significance of this impact has been assessed as moderate.

Terrestrial Mammals:

Accidental killing of animals during construction works may occur due to collisions with machinery and vehicles operating within the investment area, excavation activities, and the creation of other unintended traps into which animals may fall. The physical destruction of species habitats will result from land transformation and vegetation removal within the construction area, as well as the creation of both permanent and temporary infrastructure. Animal disturbance due to noise, the presence of people, lighting, vibrations, etc., will be associated with construction activities and the increased use of access roads to the investment area.

During the operational phase of the planned project, potential impacts on mammals may be related to disturbance during maintenance work and cyclical vegetation cutting.

The route of the underground cable will not be fenced, and therefore will not obstruct mammal migration. No significant negative impacts on mammal species are expected from magnetic field and heat emissions, which will not significantly differ from background radiation. Additionally, the noise generated by the LSE station (offshore substation), which will be much lower than, for example, traffic noise, will not significantly affect the discussed group of animals. In the long-term, the investment will not cause negative impacts on mammals.

Chiropterofauna (Bats):

The following bat species were identified within the project area and its potential impact zone: Natterer's bat (*Myotis nattereri*), Serotine bat (*Eptesicus serotinus*), Common pipistrelle (*Pipistrellus pipistrellus*), Soprano pipistrelle (*Pipistrellus pygmaeus*), Nathusius' pipistrelle (*Pipistrellus nathusii*), Noctule (*Nyctalus noctula*), and Brown long-eared bat (*Plecotus auritus*).

During the construction phase, incidental disturbance to bats and destruction of their habitats may occur. Impacts on chiropterofauna can be minimized by conducting construction activities outside the bat hibernation period, i.e., from April 1 to November 15, or by conducting works under the supervision of a chiropterologist. Additionally, to minimize impacts, tree felling in forested areas should be conducted outside the breeding season and peak activity period, i.e., outside the period from June 1 to September 15, and under the supervision of a chiropterologist (condition no. 2.2).

Impact on Air Quality:

The planned project will affect air quality during the construction phase through emissions from equipment and vehicles on the construction site, and unorganized dust emissions (dusting from heaps and dirt roads). The operation of equipment and vehicles powered by internal combustion engines will emit exhaust gases containing pollutants such as NOx, PM10, volatile organic compounds (VOC), and carbon monoxide (CO). Emitted

quantities will depend on the engine type, usage pattern, maintenance history, and fuel composition. Emissions to air during the construction phase will involve groups of equipment working simultaneously on small sections, so the emissions will be distributed over time and space. For construction machinery used in trenchless technology, it is estimated that there will be a lower negative environmental impact related to CO2 emissions compared to traditional methods.

Unorganized dust emissions during the planned project implementation may be caused by various activities: vehicle movements on dirt and gravel roads, earthworks. Unorganized dust emissions during construction will be variable, depending on soil type, weather conditions, and road surface conditions. Construction activities may contribute to a localized and short-term increase in dust concentrations. Activities causing unorganized dust emissions include the movement of heavy vehicles on the construction site over dry or hardened transport roads, earthworks involving the movement, storage, and removal of soil, and the use of construction aggregate, involving the transport, unloading, storage, and use of dry and dusty materials (such as cement and sand).

During the operational phase, there will be no significant sources of air pollutant emissions, which will be limited to maintenance and service works at specific locations.

Impact on Acoustic Climate:

The operation of heavy construction equipment used during the construction phase will be a source of noise emissions, with noise levels varying depending on the phase of the investment and the type of equipment used. Additionally, noise will be associated with the transport of building materials, equipment, and personnel, affecting both the direct construction site and areas along access routes.

Due to the linear nature of the investment and the specific nature of work carried out in open spaces, noise will only occur along the section where work is being conducted and will decrease as construction progresses.

Example noise levels (at a distance of 7 meters from the operating device) emitted by construction equipment are as follows:

- crawler excavator — 85 dB;
- bulldozer — 87 dB;
- generator — 80 dB.

The planned project will employ trenchless methods, which are an additional source of noise. In this case, more machines will be present on the construction site compared to the implementation of a section using the open trench method. These include pumps with an acoustic power of approximately 93 dB, a slurry recycling and recovery unit with an acoustic power of approximately 99 dB, a slurry preparation mixer with an acoustic power of approximately 89 dB, and a drilling platform with an acoustic power of approximately 108 dB.

A high-voltage power station in operation is characterized by elevated noise levels, mainly generated by autotransformers and, to a lesser extent, by corona discharge from busbars. The level and propagation conditions of the generated noise are significantly influenced by environmental conditions, and in the case of corona discharge, by atmospheric conditions. Numerous noise measurements conducted at power stations with an upper voltage of 400 kV indicate that the noise level emitted from the power station is constant, while the low-level noise from the station busbars depends significantly on atmospheric conditions.

For the purposes of impact assessment, a sound level analysis in the environment originating from the OTS was conducted. The results of the analyses showed that after construction and commissioning, the functioning substations will not cause the permissible sound level to be exceeded in the nearest existing protected building area.

Most of the cable route construction work will be carried out in areas significantly distant from locations where people permanently reside and acoustically protected areas, and in the vicinity of forest complexes. This means that the majority of construction work will be carried out in an area isolated from acoustically protected locations. The only acoustically

protected area near the planned investment (a rehabilitation and recreation centre for disabled people) is located in Lubiatowo at 38 Spacerowa Street.

To minimize negative impacts in this area, condition no. 2.17 has been imposed.

Waste Management:

The implementation of the planned project will generate waste from typical construction activities related to the excavation, construction of the OTS, and the 220 or 275 kV and 400 kV cable line. The anticipated types and quantities of waste generated during the construction phase are listed in Table 3. At this stage of work progress, it is not possible to precisely determine the types and quantities of waste generated; therefore, Table 3 includes all theoretically possible waste types and estimates of their maximum anticipated quantities based on the planned technology and the longest assumed duration of land-based work.

Table 3: Summary of Maximum Estimated Quantities of Waste Generated During the Onshore Construction Phase within One Year

Waste Code (**hazardous waste)*	Type of Waste	Estimated maximum quantity [kilograms per year]
08	Waste from the production, preparation, distribution, and use of protective coatings (paints, varnishes, ceramic enamels), putty, adhesives, sealants, and printing inks	
08 01	Waste from the production, preparation, distribution, use, and removal of paints and varnishes	
08 01 11*	Waste paints and varnishes containing organic solvents or other hazardous substances	410
10	Waste from thermal processes	
10 12	Waste from the production of ceramic building materials, fine ceramics, and refractory products (ceramic goods, bricks, tiles, and construction products)	
10 12 08	Defective ceramic products, bricks, tiles, and construction ceramics (after thermal processing)	55
13	Waste oils and waste liquid fuels (excluding edible oils and groups 05, 12, and 19)	
13 02	Waste engine, transmission, and lubricating oils	
13 02 07*	Engine, transmission, and lubricating oils readily biodegradable	23
15	Packaging waste; absorbents, wiping cloths, filter materials, and protective clothing not included in other categories	

15 01	Packaging waste (including selectively collected municipal packaging waste)	
15 01 01	Paper and cardboard packaging	164
15 01 02	Plastic packaging	164
15 01 03	Wooden packaging	246
15 01 06	Mixed packaging waste	137
15 01 10*	Packaging containing residues of hazardous substances or contaminated with them	1366

Table 4 shows anticipated maximum quantities and types of waste produced as a result of the operation of the Substation (OTS). The operation of the cable lines will not result in the generation of waste.

Table 4: Summary of Maximum Estimated Quantities of Waste Generated Annually During the Operation Phase in the Onshore Section

Waste Code (*hazardous waste)	Type of Waste	Estimated maximum quantity [kilograms per year]
08	Waste from the production, preparation, handling, and use of protective coatings (paints, varnishes, ceramic enamels), putties, adhesives, sealants, and printing inks	
08 01	Waste from the production, preparation, handling, use, and disposal of paints and varnishes	
08 01 11*	Waste paints and varnishes containing organic solvents or other hazardous substances	<0,04
08 01 17*	Waste from the removal of paints and varnishes containing organic solvents or other hazardous substances	<0,04
13	Waste oils and liquid fuel wastes (excluding used oils and those in groups 05, 12, and 19)	
13 02	Waste engine oils, gear oils, and lubricants	
13 02 05*	Mineral engine oils, gear oils, and lubricants not containing halogenated organic compounds	0,02
13 02 07*	Engine oils, gear oils, and lubricants that are readily biodegradable	<0,04
13 05	Waste from the dehydration of oils in separators	

13 05 02*	Sludges from the dewatering of oils in separators	0,02
13 05 06*	Oil from the dewatering of oils in separators	0,01

All waste generated during the operation phase of the power station will be stored selectively. Hazardous waste will be collected in sealed and specially marked containers at a designated location, inaccessible to unauthorized personnel. These wastes will be handed over to specialized companies for proper management, disposal, or recycling.

Landscape:

In the offshore section, the IP OWF BC-Wind area is located within the exclusive economic zone, territorial sea, and internal maritime waters, extending from the shoreline to approximately 29 km offshore. Currently, the marine landscape in this area is undisturbed by any above-water or underwater structures. According to the report, permits have been issued for the construction and use of artificial islands, structures, and devices in the northern part of the IP OWF BC-Wind area, related to the development and operation of offshore wind farms. Their implementation will alter the existing landscape. A permanent feature of the IP OWF BC-Wind area is various types of vessels moving through this region.

In the onshore part, the planned project's area is situated at the boundary of the Słowińskie Coast and Żarnowiec Uplands mesoregions. The Słowińskie Coast is a narrow strip of land along the Baltic Sea, characterized by beaches, dunes, coastal lakes, and bogs, as well as glacial landforms. It is a riverine coastal valley with a series of accumulative and erosional terraces covered by dunes and windblown sand plains, with coastal pine forests. Forest complexes are separated by marshy meadows and peat bogs. This area features a distinctive natural geosystem where land and sea interactions are prominent, significantly influenced by atmospheric processes. Wave action, driven by wind, causes rapid changes in the coastline, abrasion, sediment transport, and accumulation. The Żarnowiec Uplands is a well-defined region composed of moraine formations, with elevations sometimes exceeding 100 meters above sea level. It consists of several moraine knolls separated by glacial troughs, partly occupied by lakes (the largest being Żarnowiec Lake, with an area of 14.32 km^2). The uplands predominantly feature arable lands with high-quality soils. Brown soils on clayey substrates and organic soils in valley areas are common. Forests mainly consist of pine forests with some beech and birch.

The route of the planned project in both variants shows significant variation in terrain. At the landfall point of the cables, between km 160.2-160.5 (according to the Maritime Office's kilometrage), the beach width is approximately 80 meters. Directly behind the beach is a broad strip of dune ridge occupied by four large dune formations, the Lubiatów Dunes, with heights ranging from a few to 35 meters above sea level. In the project’s impact area, there are dune formations with a maximum height of 25 meters above sea level, interspersed with numerous depressions and deflation remnants. The hinterland consists of a flat foreland area with elevations up to 10 meters above sea level, featuring the Bezimienna stream valley. Further, a rolling moraine upland begins to form, reaching heights of approximately 45 meters above sea level in the area of the OTS and PSE stations, in the southwestern part of the project’s impact area.

Except for the OTS area, the planned project will be located within the Coastal Protected Landscape Area. The applicable legal act is Resolution No. 259/XXIV/16 of the Pomeranian Voivodeship Assembly dated July 25, 2016, regarding protected landscape areas in the Pomeranian Voivodeship, which includes provisions for landscape protection. The Coastal Protected Landscape Area mainly encompasses the coastal zone represented by dune ridges and organogenic accumulation plains. This area is characterized by high landscape

values due to the banded arrangement of moraine uplands, extensive coastal plains, dunes, beaches, and the sea shore. Key issues in this area include increased tourist traffic, which excessively burdens the natural environment, particularly in areas of intensive recreational and tourist investment. According to the Spatial Development Study of Choczewo Municipality (Resolution No. XXVIII/220/2021 of the Choczewo Municipality Council dated January 26, 2021), the planned project does not cross landscape exposure protection zones, visual axes, exposure fields, or proximity to viewpoints. In the coastal region, the planned project directly borders a visual axis.

The onshore transformer stations of individual developers and the Choczewo Substation will be located in areas currently used for agriculture. This is an open area with high visibility but characterized by low landscape diversity (landform, elements filling the space), rather monotonous, without distinctive features. In the open agricultural landscape, devoid of natural screens, the technical infrastructure will be a prominent element of the scenery. The location of multiple power stations and rail bridges in this area will be visible from great distances. The visual and aesthetic perception of the planned infrastructure will be negatively affected by its size— all transformer stations and the Choczewo Substation will occupy an area of approximately 75 hectares. The landscape will also be significantly impacted by the exposure of the deforested area of the cable trench. The negative visual and aesthetic perception of the deforestation will be exacerbated by the relatively long, straight sections of the cable trench, visible to the horizon, with a width of about 150 meters. The significance of this impact should be considered substantial. It may be partially mitigated through appropriate management of the cable trench area, for example, by introducing heathland vegetation and allowing partial vegetation succession in the trench area.

Environmental Impact on Climate:

The implementation of the planned project will be associated with:

- Periodic local increases in greenhouse gas emissions during the construction phase (vehicle and machinery traffic, deforestation, waste generation).
- Periodic increases in energy demand for construction, leading to indirect increases in greenhouse gas emissions.
- Greenhouse gas emissions indirectly related to the energy-intensive nature of the project, e.g., due to energy use in material production, transportation, etc.

During the construction phase, the impact of the planned project on climate and greenhouse gases will be negligible, as there will be no factors that could cause noticeable changes.

Mitigation measures to prevent or reduce greenhouse gas emissions (thus also mitigating climate change) mainly include increasing the share of renewable energy in gross final energy consumption, improving energy efficiency, reducing energy consumption, and CO2 sequestration. Standard mitigation actions for CO2, NO2, and particulate matter include:

- Performing work during daylight hours.
- Minimizing engine use to essential operations.
- Using modern and efficient equipment.
- Locating the project in areas that ensure optimal transportation with minimal pollution and proper organization.

The planned project, during the construction phase, will not have a significant impact on the climate. This impact will be short-term, direct, limited to the project's impact area, and reversible. Emissions from construction activities are not regulated.

It is anticipated that the impact on climate during the operational phase will be positive. The planned project is closely related to the construction of an offshore wind farm. Electricity generation from wind farms is a zero-emission, renewable energy source.

Climate change effects observed in recent decades include increased temperatures and the frequency and severity of extreme weather events. Coastal zone climate change impacts

mainly involve increased frequency and intensity of storms and extended storm durations. It is anticipated that significant climate change impacts will include increased frequency of storm floods and more frequent flooding of low-lying areas, as well as degradation of coastal cliffs and shoreline, placing strong pressure on infrastructure in these areas. The power connection will be designed to prevent water ingress into protective pipes and to avoid sedimentation. Cable entry points will be sealed, and cables will be protected from damage. The use of trenchless methods for bringing cables from the sea to land will protect the dynamic coastal zone and shoreline, which will be most affected by climate change factors (erosion processes), ensuring safe and reliable operation of the planned project throughout its operational period.

Accidents:

The planned Project will not involve the use or storage of substances that would categorize it as a facility with increased or high risk of major industrial accidents, according to the Regulation of the Minister of Development of January 29, 2016, on the types and quantities of hazardous substances present at the facility, determining whether the facility falls under the category of increased or high risk of major industrial accidents (Journal of Laws, item 138).

During the construction and operation phases of the IP OWF BC-Wind, there may be a risk of spillage of petroleum substances, such as diesel oils, hydraulic oils, transformer oils, and lubricants from ships, potentially leading to contamination of water, sediment, and the coastline. Such spills could occur due to accidents or collisions involving vessels, their sinking, or grounding, as well as during operational leaks and spills associated with cable maintenance and repairs. In the worst-case scenario during the construction phase, catastrophic spills (Level III spills) could occur. The probability of a major vessel accident falls into the category of extremely rare events (probability of occurrence 1/100,000 years). During normal ship operations, minor spills (Level I spills, approximately 1 m^3) of petroleum substances such as lubricating oils, diesel oils, and gasoline may occur. Assuming the worst-case scenario of releasing several hundred cubic meters of diesel oil into the marine environment, and considering its behaviour in seawater, the time it takes for the oil slick to disperse and drift, the contamination is predicted not to exceed 5 to 20 km from the construction area of the IP OWF BC-Wind. For Level I spills, with proper organization for prevention and response, the spread of petroleum substances threatening protected areas and their protected features is unlikely. According to the Environmental Impact Report (EIR), all vessels involved in the project will comply with the regulations resulting from the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78), including specifically the procedures outlined in "Oil Pollution Prevention Plans."

From an environmental perspective, the most sensitive areas in case of potential spills will be the coastal area approximately between Ustka in the west and Dębki in the east. Considering the prevailing western wind direction and the existing coastal currents, the vulnerable coastal strip includes tourist towns (Jarosławiec, Rowy) and ports in Ustka and Łeba to the west, extending to Władysławowo and its port. Particularly sensitive areas to potential contamination are protected natural areas, including those part of the Natura 2000 network. The planned IP OWF BC-Wind area passes through the Natura 2000 Coastal Baltic Waters area (PLB990002), where there are occasionally large concentrations of wintering birds. During the construction of the cable lines on vessels, waste will be generated, primarily municipal and other waste unrelated directly to the construction process, as well as sanitary wastewater. Waste and wastewater could be accidentally released into the sea, e.g., during collection by another vessel or in case of an accident, leading to a local increase in nutrient levels and deterioration in water and sediment quality. The potential for such waste and wastewater releases during construction and operation is assessed as unlikely to cause significant environmental damage.

An accident at the OTS could result in the emission of gases used as refrigerants in air conditioning systems (SF6 gas). Additionally, there may be emissions of exhaust gases from power generators used at the station. Prevention of emissions of insulating gases to the atmosphere will be managed through automatic gas density control. To prevent the effects of

accidents, tight oil catchment trays will be used in conjunction with a stormwater treatment system, and trays or tubs will be used to catch electrolytes in case of leakage. The station will be equipped with a kit for handling spilled and leaking hazardous substances.

It is not possible to exclude the potential discovery of unexploded ordnance and chemical weapons during preparatory work for the IP OWF BC-Wind construction, which could lead to the release of contaminants. Before commencing construction, the Investor will conduct detailed surveys for unexploded ordnance (UXO) on the seabed. In the event of discovering ordnance/UXO during these surveys, the Investor will inform relevant authorities and institutions and follow their instructions. The Investor will prepare a plan for handling hazardous objects, including rules for working near potentially dangerous objects and procedures for their removal or avoidance. The primary objective of this plan is to avoid risks to human life and health and to prevent the spread of contamination from such objects.

During HDD (Horizontal Directional Drilling) operations, in the coastal zone and on land, there may be releases of drilling fluids (a mixture of water and bentonite with additives) into the sediment or soil. Bentonite and drilling additives should have appropriate PZH (National Institute of Public Health) certificates, are non-toxic, and do not pose a threat to the environment.

During the construction phase, the following potential environmental risks may arise:

- Spillage of petroleum substances due to ship collisions in emergency situations;
- Accidental release of municipal waste or sanitary wastewater;
- Accidental release of chemical substances;
- Contamination of water and sediment with antifouling agents;
- Accidental release of drilling fluids into the environment;
- Accidental release of hazardous substances from leaks in construction vehicles and equipment.

Such incidents could directly contaminate the environment, primarily marine waters, to a lesser extent sediments, and indirectly affect marine life. In the land area, hazardous substances from construction vehicles and equipment could lead to localized soil contamination. The most significant risk would be an emergency release of petroleum substances into the sea (Level III oil spill - up to 20 km spread).

During the operation phase of the IP OWF BC-Wind, environmental hazards for the marine environment may arise from contamination of waters and to a lesser extent sediments with:

- Petroleum substances:
- Antifouling agents;
- Accidental release of municipal waste or sanitary wastewater;
- Accidental release of chemical substances;
- Accidental release of small quantities of waste or operational fluids from vessels conducting periodic cable inspections.

In the onshore area, environmental hazards may result from soil contamination due to:

- Accidental release of municipal waste or sanitary wastewater;
- Accidental release of small quantities of waste, chemical substances, and petroleum products from vehicles and equipment conducting periodic cable inspections.

In the operation phase, the electrical station will emit electromagnetic fields (EMF) and noise. In case of an accident, there could be additional emissions of gases into the atmosphere (exhaust from emergency power generators, leakage of refrigerant from the air conditioning system, or leakage of SF6 insulating gas). There is also a risk of electrolyte, fire-fighting agents, and fuel leakage from the power generator, which could lead to soil and surface water contamination.

During the removal of cables from the environment, similar risks to those identified during construction may occur due to the involvement of vessels and equipment.

Accident prevention encompasses all actions related to the protection of human health and life, the natural environment, assets, and the reputation of all participants involved in the construction, operation, and decommissioning phases of the IP OWF BC-Wind. The highest risk of a major environmental accident is associated with marine operations. To eliminate or minimize these risks, various measures will be implemented, including:

- Developing safe construction and operational plans for the IP OWF BC-Wind in accordance with applicable regulations for the duration of the project;
- Developing emergency response plans and training for crews and personnel, including updating and verification procedures through regular drills, particularly defining procedures for the use of own and external vessels, including helicopters;
- Developing a pollution prevention and response plan during construction and operation;
- Selecting certified suppliers and components for the IP OWF BC-Wind;
- Properly marking the IP OWF BC-Wind area, its facilities, and moving vessels;
- Planning offshore operations;

  Adhering to the norms and guidelines of the International Maritime Organization (IMO), recognized classification societies, and maritime administration recommendations;
- Developing safe navigation plans during construction;
- Providing appropriate navigation support with charts and navigational warnings;
- Ensuring direct or indirect navigational supervision using monitoring vessels or remote radar supervision and Automatic Identification System (AIS);
- Continuous monitoring of vessel movements during construction and operation;
- Establishing a coordination centre to oversee different phases of the project;
- Maintaining constant communication lines between the IP OWF BC-Wind coordination centre, the sea operations coordinator, and other coordination centers (Maritime Search and Rescue Coordination Center in Gdynia, maritime administration).

In the onshore area, potential serious accidents will be minimized through regular inspections and ongoing maintenance to detect and address technical issues that could impact the environment. In the case of using SF6-insulated switchgear, prevention of possible emissions of this insulating gas to the atmosphere will be managed through automatic gas density monitoring. If sensors detect a drop in gas density below the permissible level, the control system for the switching equipment will be blocked.

To prevent accidents, navigational risk assessments and counteraction plans will be developed, including:

- Emergency plans for human life safety—evacuation plans, search and rescue plans;
- Fire safety plans on vessels involved in construction and operation phases;
- Environmental pollution prevention plans—oil pollution prevention plans for vessels involved in construction and operation.

For offshore areas, the greatest risks of extreme situations and natural or construction-related catastrophes are anticipated during the construction phase. The risk of catastrophe is minimized through careful planning of marine operations considering weather conditions and the ability to adjust them. Construction activities will be carried out in favourable weather

conditions to shorten operation time and reduce fuel consumption. The nature of the project—laying cables—precludes the possibility of a construction catastrophe.

During the operational phase, damage to the underground cable line could potentially cause seismic tremors and landslides, which might result from natural disasters. However, such events are unlikely in the project's area, classified as aseismic (free from seismic activity) and penseismic (rare and weak tremors), where earthquakes are infrequent and not strong. The planned project site is located outside of landslide-prone areas and areas at risk of mass movements, with flooding not being a significant risk for the majority of the planned project area.

The applicant plans to use the latest technologies to ensure high reliability of electricity transmission while adhering to appropriate environmental and economic standards and requirements.

The most significant risk may involve the spill of petroleum substances at sea, which could adversely affect the marine and coastal environment. The probability of such events, such as ship collisions, is categorized as very rare (occurrence of 1/100 years). The emission of 200 m^3 of diesel fuel would cause negligible environmental damage as it would disperse within 12 hours. With the implementation of standard and project-specific preventive measures, the risk of such spills will be minimal.

Ecological Corridors:

The planned project falls within the ecological corridor of the Kashubian Coast (code KPn-20C). According to the Concept of Ecological Network for Spatial Planning in the Pomeranian Voivodeship, the project area is within the Coastal Corridor of supra-regional significance. One of the branches of the East Atlantic migratory bird route, connecting breeding grounds in Northern Europe with wintering sites in Southern and Western Europe, Africa, and for a few species, Asia, runs along the southern Baltic coast. In the case of decommissioning IP OWF BC-Wind and leaving cables on the seabed, there will be no impact on the free movement of animals in the project area. Similarly, the removal of cables and their protective elements will not affect the migration of animals.

Given the scale and nature of the project, as well as its location, it is not anticipated that the project will significantly impact the continuity and permeability of the corridor.

Natura 2000 Areas:

The planned investment crosses the Natura 2000 areas Przybrzeżne wody Bałtyku PLB990002 for approximately 12.5 km and Natura 2000 Białogóra PLH220003 for about 320 meters. Additionally, the further section of the project is located at least 50 meters from the boundary of Natura 2000 Białogóra PLH220003. Within 5 km of the project location on land, there is Natura 2000 Jeziora Choczewskie PLH220096 (about 1.7 km south of the southern boundary of the project area).

The starting point of the planned project is the export cable exit from the Offshore Transformer Station, which is part of the OWF BC-Wind infrastructure. The marine construction phase will consist of three main stages: transporting and laying export cables on the seabed, burying export cables in the sediment, and bringing export cables ashore. To protect the cables from mechanical damage, they will be buried in the seabed to a depth of 4 meters. Exceptions may include areas with dense sediment structure or covered with many boulders, where the desired depth cannot be achieved. In such cases, the cables will be additionally protected with appropriate materials (e.g., concrete mattresses, plates, stones, etc.).

According to the Standard Data Form (updated December 2023), the protected species in Natura 2000 Przybrzeżne wody Bałtyku PLB990002 include: the razorbill (Alca torda), black guillemot (Cepphus grylle), long-tailed duck (Clangula hyemalis), black-throated diver (Gavia arctica), red-throated diver (Gavia stellata), herring gull (Larus argentatus), common

gull (Larus canus), velvet scoter (Melanitta fusca), and common scoter (Melanitta nigra). Other threats to the area include various human activities related to urbanization and industry. No protection plan has been established for Natura 2000 Przybrzeżne wody Bałtyku PLB990002. This area encompasses a strip of the southern Baltic Sea with depths ranging from 0 to 20 meters and a length of about 200 km, from the base of the Hel Peninsula to the Pomeranian Bay. The seabed here is uneven, with variations up to 3 meters. The benthic fauna is dominated by small crustaceans. During winter, two species of birds listed in Annex I of the Birds Directive, the black-throated diver and the red-throated diver, winter here. Over 1% of the migratory population of the long-tailed duck and at least 1% of the migratory population of the black guillemot and velvet scoter are found here.

According to the documentation, the impact of the project on the protected species of the Natura 2000 area will be minor. During construction, the main sources of impact on these species will be: the presence and movement of vessels, changes in acoustic conditions — noise and vibrations, changes in habitat parameters — increased suspended sediment in the water, deposition of disturbed sediment, and changes in food resources — reduction of benthic habitats. However, these impacts are expected to be local and short-term (medium-term for changes in food resources). Birds displaced from their original location during the works will move to adjacent areas with similar environmental conditions. After the disturbance ceases, birds will be able to return to their original location. One of the conditions for the project's implementation is to conduct work in Natura 2000 Przybrzeżne wody Bałtyku PLB990002 only outside the peak concentration period of wintering and migratory bird populations, i.e., outside the period from November 1 to April 30, or under the supervision of an ornithologist. This condition significantly reduces the project's impact on migratory (common scoter) and wintering (razorbill, black guillemot, long-tailed duck, black-throated diver, red-throated diver, herring gull, common gull, velvet scoter, and common scoter) species. Additionally, the source of strong upward light during construction will be limited during bird migration periods, i.e., from March 1 to May 31 and from July 31 to November 15, to minimize the lighthouse effect. During construction, birds in the project area may move away but will not suffer significant negative effects. Therefore, the project is not expected to have a significantly negative impact on the protected species of the Natura 2000 Przybrzeżne wody Bałtyku PLB990002 area or deteriorate the integrity of this area.

According to the Regulation of the Minister of Climate and Environment of July 13, 2021, regarding the special protection area Białogóra (PLH220003) (Journal of Laws item 1411), the protected habitats in Natura 2000 Białogóra PLH220003 include: 2110 — Initial stages of coastal white dunes, 2120 — Coastal white dunes (Elymo Ammophiletum), 2130 — Coastal grey dunes, 2140 — Coastal heaths (Empetrion nigro), 2180 — Mixed forests and forests on coastal dunes, 2190 — Wet depressions between dunes, 4010 — Wet heaths with cross-leaved heath (Ericion tetralix), 7110 — Raised bogs with sphagnum (living), 7150 — Depressions on peat substrate with vegetation of the Rhynchosporion alliance, 91DO — Pine and bog forests (Vaccinio uliginosi Betuletum pubescentis, Vaccinio uliginosi Pinetum, Pino mugo-Sphagnetum, Sphagno girgensohnij-Piceetum) and boreal birch-pine bog forests. According to the Standard Data Form (updated December 2023), threats to the area include: campgrounds, cyclones, storm surges, coastal protection works, embankments, paths, hiking trails, and bike trails.

For Natura 2000 Białogóra PLH220003, a conservation plan was established by the Regional Director of Environmental Protection on April 30, 2014 (Journal of Laws of the Pomeranian Voivodeship 2014, item 1916; amended by Journal of Laws of the Pomeranian Voivodeship 2016, item 1081). Below are the objectives of conservation actions for specific protected habitats in Natura 2000 Białogóra PLH220003:

2110 — Initial Stages of Coastal White Dunes:

Objective**:** Maintain the overall protection status of the habitat at its current level (Fv), including preserving the natural dynamics of dune formation processes.

Assessment: The environmental impact assessment conducted for the project indicated that the closest natural habitat 2110, according to the inventory carried out in 2012 as part of the documentation for the Protective Task Plan for the Natura 2000 Area Białogóra PLH220003, is located within the investment area. However, according to the inventory related to the "Monitoring of the Conservation Status of Natural Habitats within the Natura 2000 Area Białogóra PLH 220003" by Dr. P. Ćwiklińska from 2016, the nearest natural habitat 2110 is approximately 117 meters away from the area where the underground power cables will pass. In the area of the first dune ridge and the beach, the project will be carried out using a trenchless method—through directional drilling, which will not cause increased abrasion, identified as a potential threat to the habitat in the area. It will also not modify the dynamics of natural dune-forming processes. The conservation objective, which involves maintaining the overall state of the habitat at the current level (Fv), including preserving the natural dynamics of dune-forming processes, will not be threatened as a result of the project's implementation. Therefore, it is not anticipated that the planned investment will negatively impact natural habitat 2110.

2120 — White Dunes (Elymo Ammophiletum)

Objective of conservation actions: Maintain the overall conservation status of the habitat at the current level (Fv), including preserving the natural dynamics of dune formation processes.

Assessment: The environmental impact assessment indicated that the nearest natural habitat 2120, according to the 2012 inventory as part of the Management Plan for the Natura 2000 Area Białogóra PLH220003, is located within the investment area. However, according to the inventory by Dr. P. Ćwiklińska from 2016, titled "Monitoring the Protection Status of Natural Habitats within the Natura 2000 Area Białogóra PLH 220003," the closest habitat 2120 is approximately 180 meters from the area of the underground cable crossing. The same habitat 2120, in the 2020 report inventory by the same author, was identified as habitat 2130 — Grey Dunes. Another patch of white dune habitat is located more than 500 meters away. The project, utilizing a horizontal directional drilling (HDD) method, will not alter the dynamics of dune formation processes and, consequently, will not impact the dynamics of this habitat within the Natura 2000 area. Therefore, the conservation objective of maintaining the habitat's overall condition at the current level (Fv), including preserving the natural dynamics of dune formation processes, will not be jeopardized by the project. As such, the planned project is not expected to negatively affect the natural habitat 2120.

2130 — Grey Dunes

Objectives of conservation actions:

1. Maintain the overall conservation status of the habitat at least at the current level (Ul), including preserving the natural dynamics of dune formation processes.
2. Maintain the values of indicators for habitat structure and function that have been assessed as Fv.
3. Achieve the indicator value for the parameter structure and function concerning the presence of tree cover at the level of Fv.

Assessment: The environmental impact assessment conducted for the project indicated that the closest natural habitat 2130, according to the inventory carried out in 2012 as part of the documentation for the Protective Task Plan for the Natura 2000 Area Białogóra PLH220003, is located more than 1 km from the investment site. However, in the inventory conducted for the report by Dr. P. Ćwiklińska in 2020, closer patches of this habitat were identified, which are both within the boundaries of the aforementioned Natura 2000 area and within the investment area. The second patch (according to the "Monitoring of the Conservation Status of Natural Habitats within the Natura 2000 Area Białogóra PLH 220003" by Dr. P. Ćwiklińska, in 2016—classified as habitat 2120) is located approximately 180 meters east of it. A third, smaller patch is located near a forest road (about 5 meters away), which has been included in the investment area as a future technical road. This road will only be used for

vehicle movement during the implementation phase of the project. Fencing off the western side of the forest road, which forms the boundary of the Natura 2000 area Białogóra PLH220003, along its entire length at the boundary of the mentioned area, will limit the negative impact on natural habitat 2130. The implementation of the project, by using trenchless drilling methods, will not affect the condition of the first two patches and will not alter the dynamics of dune-forming processes. There will be no impact on the indicators of the structure and function parameter, provided that the patch located within the investment area in the drilling area is not disturbed. The conservation objectives, which include maintaining the overall state of the habitat at least at the current level (Ul), preserving the natural dynamics of dune-forming processes, and maintaining the value of the structure and function parameter indicators (Fv), will not be threatened as a result of the project's implementation. Therefore, it is not anticipated that the planned investment will significantly negatively impact natural habitat 2130.

2140 — Wet Heaths with Empetrum (Empetrion nigrum)

Objectives of conservation actions:

1. Maintain the overall conservation status of the habitat at least at the current level (Fv), including preserving the natural dynamics of dune formation processes — the potential for the formation of wet heaths.
2. Achieve the indicator value for the parameter structure and function concerning tree cover at the level of Fv and Ul.

Assessment: The environmental impact assessment revealed that the nearest natural habitat 2140, according to the 2012 inventory as part of the Management Plan for the Natura 2000 Area Białogóra PLH220003, is located over 4.5 km from the investment area. Due to the significant distance, location, and nature of the habitat, the project will not impact this habitat. The conservation objectives, including maintaining the overall habitat status at least at the current level (Fv), and preserving the natural dynamics of dune formation processes — the potential for the formation of wet heaths, will not be threatened by the project. Therefore, the planned project is not expected to significantly negatively affect the natural habitat 2140.

2180 — Mixed Forests and Pine Forests on Coastal Dunes

Objectives of conservation actions:

1. Maintain the overall conservation status of the habitat at least at the current level (Ul).
2. Maintain the values of indicators for habitat structure and function that have been assessed as Fv.
3. Achieve the indicator value for the parameter structure and function concerning other distortions (e.g., trampling, littering) at the level of Fv and Ul.

Assessment: The environmental impact assessment indicated that the nearest natural habitat 2180, according to the 2019 inventory by the Paludella Nature Research Office as part of the "Expertise for Supplementing Knowledge about Natural Habitats: 2180, 4010, 7110, 7150 in the Natura 2000 Area Białogóra PLH220003, as part of project POIS.02.04.00-000191/16 titled 'Inventory of Valuable Natural Habitats in the Country, Species Occurring Within Them, and Creation of a Database of Natural Resources'" (also known as the Database), is located within the investment area. The area of this habitat covered by the project for the underground cable crossing using a guided boring technique is 0.48 ha. This area will not be subject to surface works. The use of trenchless HDD (Horizontal Directional Drilling) technology up to 50 meters deep will not negatively affect the natural habitat 2180. There will be no impact on the conservation objectives dedicated to this habitat in the area. The habitat 2180, located in the western part of the Natura 2000 Białogóra PLH220003 area, directly borders the investment area for approximately 150 meters. This section will involve the use of the forest road, along which the boundary of the Natura 2000 area runs, as a technical road. The road will be used solely for vehicle movement during the construction phase. The conservation objectives, including maintaining the overall habitat status at least at the current

level (Ul) and achieving indicator values for the parameter structure and function concerning other distortions (Fv and Ul), will not be threatened by the project. Therefore, the planned project is not expected to significantly negatively affect the natural habitat 2180.

2190 — Wet Depressions Between Dunes

Objectives of conservation actions:

1. Maintain the overall conservation status of the habitat at least at the current level (Ul).
2. Maintain the values of indicators for habitat structure and function that have been assessed as Fv.

Assessment: The environmental impact assessment indicated that the nearest natural habitat 2190, according to the 2019 inventory by the Paludella Nature Research Office as part of the "Expertise for Supplementing Knowledge about Natural Habitats: 2180, 4010, 7110, 7150 in the Natura 2000 Area Białogóra PLH220003, as part of project POIS.02.04.00-000191/16 titled 'Inventory of Valuable Natural Habitats in the Country, Species Occurring Within Them, and Creation of a Database of Natural Resources'" (also known as the Database), is located more than 3.8 km from the investment area. Due to the significant distance, location, and nature of the habitat, the project will not impact this habitat. The conservation objectives, including maintaining the overall habitat status at least at the current level (Ul) and maintaining indicator values for habitat structure and function (Fv), will not be threatened by the project. Therefore, the planned project is not expected to significantly negatively affect the natural habitat 2190.

4010 — Wet Heaths with Cross-leaved Heath (Ericion tetralix)

Objective of conservation actions: Complete identification of habitat resources and update the protection status in the area.

Assessment: According to inventory data held by the relevant authority and data prepared for this report, the natural habitat 4010 has not been identified within the Natura 2000 Białogóra PLH220003 area. Therefore, the project will not impact this habitat. The conservation objective of fully identifying habitat resources will not be threatened by the project. Consequently, the planned project is not expected to significantly negatively affect the natural habitat 4010.

7110 — High-altitude Peatlands with Peat-forming Vegetation (Living)

Objectives of conservation actions:

1. Complete identification of habitat resources and update the protection status in the area.
2. Maintain the indicator for habitat structure and function concerning hydration at the current level of Fv (evaluation of the status concerning patches excluded from the PZO).

Assessment: According to inventory data held by the relevant authority and data prepared for this report, the natural habitat 7110 has not been identified within the Natura 2000 Białogóra PLH220003 area. Therefore, the project will not impact this habitat. The conservation objectives, including the complete identification of habitat resources and maintaining the hydration indicator at the current level of Fv, will not be threatened by the project. Given the information provided, it is not anticipated that the planned investment will significantly negatively affect the natural habitat 7110.

7150 — Peatland Depressions with Vegetation of the Rhynchosporion Association

Conservation Objectives: Comprehensive identification of habitat resources and updating the conservation status within the area.

Assessment: According to the inventory data held by the relevant authority and the inventory data prepared for the purposes of this report, habitat 7150 was not identified within

the Natura 2000 site Białogóra PLH220003. Therefore, the planned investment will not affect this habitat. The conservation objective related to the full identification of habitat resources will not be threatened by the implementation of the project. Consequently, it is not anticipated that the planned investment will significantly negatively affect habitat 7150.

91DO — Bog and Mire Forests (Vaccinio uliginosi Betuletum pubescentis, Vaccinio uliginosi Pinetum, Pino mugo-Sphagnetum, Sphagno girgensohnii-Piceetum) and Boreal Birch-Pine Mire Forests

Conservation Objectives: Maintaining the indicator for the parameter of structure and function, specifically water regulation, at the current level of Favourable (Fv) (evaluation of the protection status of plots located in the area excluded from the Plan of Protective Tasks).

Assessment: The environmental impact assessment showed that the nearest habitat 91DO, according to the inventory conducted for this report by Dr. P. Ćwiklińska in 2020, is located over 2 km from the project area. Due to the significant distance, location, and nature of the project, it will not affect the mentioned habitat. The conservation objective of maintaining the indicator for the parameter of structure and function, specifically water regulation, at the current level of Fv (evaluation of the protection status of plots located in the area excluded from the Plan of Protective Tasks) will not be threatened by the project. Therefore, it is not anticipated that the planned investment will significantly negatively affect habitat 91DO.

Through the Natura 2000 area Białogóra PLH220003, power cables will be laid using the trenchless HDD (Horizontal Directional Drilling) method, beneath the surface of the mentioned area. As a result, no direct threats to the protected objects of the Natura 2000 area Białogóra PLH220003 are anticipated due to the planned investment. The transformation of natural habitats in the land area (including activities such as tree cutting and open trench excavation for cable wells) will occur outside the Natura 2000 areas. The use of the HDD drilling method beneath the surface of the natural habitats will minimize interference with these habitats. Consequently, any potential indirect threats to the protected objects of the Natura 2000 area Białogóra PLH220003, including their water-soil relationships, will be insignificant. The construction site adjacent to the mentioned area will be properly secured to prevent harmful substances from entering the soil and will be equipped with absorbents to contain and remove any potential oil spills. Another condition for carrying out the intended activities is the fencing off of the western side of the forest road that borders the Natura 2000 area Białogóra PLH220003. The environmental impact assessment of the planned project indicates that its implementation will not significantly negatively affect the individual protected objects of the Natura 2000 area Białogóra PLH220003, nor will it deteriorate the integrity of this area.

According to the regulation of the Minister of Climate and Environment dated February 4, 2021, regarding the special habitat protection area Jeziora Choczewskie (PLH220096) (Journal of Laws, item 477), the protected habitats in the Natura 2000 area Jeziora Choczewskie PLH220096 are as follows: 3110—Lobelia lakes and 3160—Natural dystrophic water bodies. According to the Standard Data Form (updated: March 2022), the threats to the area include, among others: eutrophication (natural), modification of water functioning—general, other sports and recreational complexes, trampling and overuse, fishing, other types of sports and active recreation, roads and highways, cultivation, other human-caused interference and disturbances, and scattered development. Temporary conservation objectives for natural habitats and species and their habitats have been established for the Natura 2000 area Jeziora Choczewskie PLH220096. A draft protection task plan has also been developed for this Natura 2000 area. The regulation has not yet been established. The temporary conservation objectives include the following protection goals for the individual protected objects of the Natura 2000 area Jeziora Choczewskie PLH220096:

3110 — Lobelia Lakes

Conservation Goals:

- Indicator "Area": Maintain the habitat area of 233.55 hectares.
- Indicator "Characteristic combination of communities within the transect": Maintain the indicator at an unsatisfactory level (U1), i.e., the current vegetation of the Isoeto-Lobelietum community is sparse, with the dominance of *Myriophyllum alterniflorum*; low diversity of species characteristic of lobelia lakes, very sparse or sporadic presence, at least in one location.
- Indicator "Species indicating habitat degradation": Maintain the habitat at an unsatisfactory level (Ul), i.e., species occur singly.
- Indicator "Water color": Maintain the indicator at a favorable level (FV), i.e., water is clear, bluish, or blue in at least one location.
- Indicator "Water pH": Maintain the indicator at a favorable level (FV), i.e., pH 5.5 — 7.5 in at least one location.
- Indicator "Conductivity (electrolytic conductivity)": Maintain the indicator at a favorable level (FV), i.e., < pS/cm in at least one location.
- Indicator "Water transparency": Maintain the indicator at an unsatisfactory level (Ul), i.e., Secchi disk visibility of 1.5 — 3.5 m in at least one location.

Assessment: The planned investment is located outside the boundaries of the Natura 2000 area Jeziora Choczewskie PLH220096 and will not interfere with this area in any way. The temporary conservation objectives, including the habitat area, the maintenance of the proper combination of communities, and the maintenance or improvement of other indicators in the area, will not be threatened by the implementation of the project. Therefore, it is not expected that the planned investment will negatively impact the natural habitat 3110.

3160 — Natural Dystrophic Water Bodies

Conservation Goals:

- Indicator "Habitat Area": Maintain the habitat area of 4.15 hectares.
- Indicator "Characteristic Species": Maintain the indicator at its current favorable (FV) conservation status, i.e., the presence of species from the list characteristic of the habitat, including *Nuphar lutea*.
- Indicator "Native Expansive Species": Maintain the indicator for native expansive species at its current favorable (FV) level, i.e., absence of expansive species.
- Indicator "Alien Invasive Species": Maintain the indicator for alien invasive species at its current favorable (FV) conservation status, i.e., absence of invasive species.
- Indicator "Conductivity (Electrolytic Conductivity)": Maintain the conductivity in the water bodies at the current favorable level (FV), i.e., lower than 100 µS/cm.
- Indicator "Water pH": Maintain the pH in the range of 3 - 7 (favorable state FV).
- Indicator "Water Color": Improve the indicator from a poor (U2) rating, i.e., > 101 mg Pt/dm³, to at least an unsatisfactory level (Ul), i.e., 51 — 100 mg Pt/dm³ (or dark brown).
- Indicator "Drainage": Improve the indicator from a poor (U2) rating, i.e., existing drainage infrastructure significantly worsens water conditions, to at least an unsatisfactory level (Ul), i.e., the network of drainage ditches and other infrastructure elements has only a minor impact on the water conditions of the water bodies.
- Indicator "HDI Index": Maintain the indicator at its current favorable (FV) level, i.e., above 50.

Assessment: The planned investment is located outside the boundaries of the Natura 2000 area Jeziora Choczewskie PLH220096 and will not interfere with this area in any way. The temporary conservation goals, including habitat area, maintaining the presence of species characteristic of the habitat at their current favourable conservation status, and maintaining or

improving other indicators in the area, will not be threatened by the implementation of the project. Therefore, it is not expected that the planned investment will negatively impact the natural habitat 3160.

The planned investment is situated outside the boundaries of the Natura 2000 Jeziora Choczewskie PLH220096 area and will not affect this area in any way. The assessment of the environmental impact indicates that the implementation of the project will not significantly negatively affect the individual protection objects within the Natura 2000 Jeziora Choczewskie PLH220096 area, nor will it worsen the integrity of this area. The planned investment will not hinder the achievement of temporary protection goals for the individual protection objects of this area.

Based on the environmental impact assessment, including under Article 6.3 of the Habitats Directive, it has been concluded that, provided the mitigation measures specified in this decision are implemented during the project's execution, the planned investment will not significantly negatively impact the protection objects of the Natura 2000 areas: Baltic Coastal Waters PLB990002, Białogóra PLH220003, and Jeziora Choczewskie PLH220096. There is also no basis to assume that the implementation of the proposed project could lead to permanent loss or fragmentation of natural habitats and species habitats that are the subject of protection in the aforementioned Natura 2000 areas. According to the local authority's opinion, the protection objectives outlined in the management plans for the Natura 2000 Białogóra PLH220003 area will be preserved, and the implementation of the proposed investment, under the conditions of this agreement, will not pose a threat to these protection objects. Similarly, it is the opinion of the local authority that the temporary protection objectives for natural habitats within the Natura 2000 Jeziora Choczewskie PLH220096 area will be maintained, and the proposed investment, if carried out according to the terms of this agreement, will not endanger these protection objects. The investment also does not conflict with the protection objectives specified in the management plans for the nature reserves "Białogóra" and "Babnica". Additionally, there is no basis to assume that the proposed investment could significantly impact the species and their habitats for which the Natura 2000 Baltic Coastal Waters PLB990002 area has been designated.

Cumulative Effects:

The General Director of Environmental Protection issued a decision (ref. DOOŚOA.4205.1.2015.125) on September 19, 2023, for the project involving the "Construction and operation of the first nuclear power plant in Poland, with an electrical power of up to 3750 MWe, in the municipalities of Choczewo, Gniewino, and Krokowa." The planned investment is located approximately 15 km east of the proposed project. If both projects were to be implemented simultaneously, the construction phase could involve physical transformations of the land surface, including changes in land cover, land use, increased vehicle traffic, noise, and vibration emissions. During the operational phase, significant impacts could include air quality, noise, electromagnetic fields, forests, protected areas, land use and development, landscape, population, health, and living conditions.

Related Infrastructure Projects:

Currently, offshore wind farms (OWF) are planned by subsidiaries of PGE Polska Grupa Energetyczna S.A. (Elektrownia Wiatrowa Baltica 2 Sp. z o.o., Elektrownia Wiatrowa Baltica 3 Sp. z o.o., Elektrownia Wiatrowa Baltica 1 Sp. z o.o.), Orlen S.A. (Baltic Power Sp. z o.o.), and C-Wind Polska Sp. z o.o. The construction area of the IP OWF BC-Wind in the marine part is located in the exclusive economic zone, territorial sea, and internal waters. To the west of the IP OWF BC-Wind construction area, infrastructure for connecting with OWF Baltica 2 and 3, OWF Baltica-1, and OWF Baltic Power is planned. In the exclusive economic zone, all five construction areas will be located within the marine wind farms. In the territorial sea, their routes will come closer together. Approximately 7 km from the shoreline, these areas will run parallel to each other.

In accordance with arrangements with the Choczewo Forestry District (data from the environmental impact report), a route for transmission infrastructure from OWF in a joint cable trench has been developed onshore to minimize negative environmental impacts by:

- minimizing the area of tree cutting due to the construction of connecting infrastructure for OWF investors in a joint cable trench;
- avoiding environmentally valuable areas indicated by the Choczewo Forestry District during consultations;
- using cable technology and controlled drilling as the least environmentally burdensome options.

The connections of individual investors are at various design stages. The least advanced project is the IP OWF Baltica-1. Cable line construction works will be carried out at different times. Considering the varying progress of projects and safety conditions for marine work, construction will take place at different periods. Therefore, cumulative effects during the construction phase in the marine part, characterized by specific time frames and ceasing after completion, such as the presence of construction vessels, disturbance to birds, marine mammals, and fish, noise emissions, and increased suspended matter concentration in the water column, will not occur. Given this assumption, the significant temporal offset of project implementations will prevent cumulative effects in the land phase (noise and pollution emissions, water condition disturbances, increased vehicle traffic, etc.).

The IP OWF BC-Wind construction area in the southern part borders the IP OWF Baltic Power to the west. The IP OWF Baltica 2 and 3 construction area is located in the northern part (on land) approximately 1.8 km west of the IP OWF Baltic Power. From km 35+300, IP OWF BP investments run through a shared corridor. In this case, negative cumulative effects may occur related to the construction phase: operation of construction machinery and equipment and their movement through the villages of Osieki Lęborskie and Lubiatowo. Excavations for individual connecting infrastructures will be carried out in sections, which will reduce the likelihood of having construction crews working simultaneously on the same sections. Due to the location of planned projects in forested areas and away from inhabited areas, these effects will not cause inconvenience to local residents. The construction phase of individual projects will also involve temporary and local restrictions on the recreational function of forests in the region. The planned project, in its final stage as a 400 kV underground cable line entering SE Choczewo, will serve the transmission and distribution of electrical energy. This substation is located west of the IP OWF BC-Wind area, covering an area of about 0.3 km², on part of plot no. 25/3 (Kierzkowo district, Choczewo municipality, Wejherowo County, Pomeranian Voivodeship), on agricultural land and wooded and shrubby agricultural land. The investor of the planned project is the State Treasury company Polskie Sieci Elektroenergetyczne S.A. The project will be implemented based on the environmental conditions decision for the project titled: "Construction of the 400 kV Choczewo substation" dated February 18, 2022, and the Pomeranian Voivode's decision on the location of the strategic investment for the transmission network titled "Construction of the 400 kV Choczewo substation, part of investment tasks titled: 'Construction of the 400 kV Choczewo — Grudziądz Węgrowo line' and 'Construction of the 400 kV Gdańsk Przyjaźń — Choczewo line' in Choczewo municipality" dated April 13, 2022. In the case of the land part of IP OWF BC-Wind, potential cumulative effects involve noise generated by construction machinery and equipment during the construction phase, and noise from the operation of electrical equipment at the substation and PSE during their operational phase.

Transboundary Impact:

The nearest distance from the IP OWF BC-Wind construction area to the exclusive economic zone boundary is approximately 67.5 km and about 115.5 km to the land boundary (in a straight line). Due to the location of IP OWF BC-Wind and the scale, method of implementation, and expected impacts, there will be no transboundary environmental impacts at any phase of the project's implementation.

Impact of Investment on Public Health and Quality of Life, and Analysis of Potential Social Conflicts

The offshore area where the proposed project is planned serves various functions resulting from existing human activities and the natural resources present. The analysis of the location of the proposed project in relation to the current and planned use of the marine space has revealed that fishermen may express concerns about the continuation of activities if safety zones for the cable lines are designated based on the decision of the Director of the Maritime Office in Gdynia. This conflict seems unlikely due to the minimal significance of the fishing grounds where the project will be located. The area occupied will be even smaller, considering that the construction width for each of the maximum 2 cable lines will not exceed 20 meters and that export cables will be brought ashore using a trenchless method (e.g., directional drilling). This will likely allow the complete elimination of any impact on the ichthyofauna present up to that depth and on fishing activities in quadrant 06, where the maximum water depth does not exceed 10 meters. Potential conflicts in the marine area may also arise from the identification of cultural heritage objects (e.g., historical shipwrecks) or hazardous objects (e.g., unexploded ordnance, unconventional weapons) within the construction area. In such cases, the Investor will notify the relevant state institutions and work closely with them to protect newly discovered cultural heritage objects and to safeguard the environment and people from wartime ordnance.

Onshore, the planned project will be located in a forested area, away from residential, service, and tourist developments in the towns of Lubiatowo and Osieki Lęborskie, on lands owned by the Choczewo Forest District, within the boundaries of the Coastal Protected Landscape Area. Considering the necessity of locating transmission infrastructure on one hand and the tourist potential of the municipality on the other, the Investor has undertaken various actions from the beginning to familiarize residents and local authorities with the nature of the investment, thereby significantly reducing the risk of social conflicts. Investors implementing offshore wind farm projects in the Baltic Sea have pledged to maintain a constant dialogue with local government and community to inform them of their plans early and to mitigate the inconvenience caused by the projects. The construction of the underground cable line and the OTS on agricultural lands of class IVb and V, outside the nature conservation areas and at a sufficient distance from the residential area of Osieki Lęborskie (approx. 1170 meters), eliminates nuisances such as noise or reduction in scenic values, and also addresses residents' concerns about acoustic impact and electromagnetic fields on health and quality of life.

Formal consultations were also conducted during the environmental impact assessment procedure. During the public consultation process, no objections were received regarding the investment.

Decommissioning Phases:

The cessation of operation of the IP OWF BC-Wind will result from the termination of the OWF BC-Wind's operation. After the end of use, two scenarios are possible for the transmission infrastructure:

- Deactivation and non-removal of the power cables from the environment: In this scenario, buried power cables will remain in the seabed or soil. This is a common practice for dealing with decommissioned power and telecommunication cables, aiming to avoid negative environmental impacts that might exceed those generated during construction, such as the need for pressure pumps (MFE) to excavate cable lines in the marine area, which cause strong water turbidity and sediment resuspension.
- Deactivation and removal of the power cables from the environment: In this scenario, power cables will be fully or partially retrieved from the seabed or soil and subjected to disposal according to applicable legal regulations.

For the Land Transformer Station (LTS), there are also two possible scenarios:

- Dismantling.

– Continued operation in the National Power System (KSE), possibly after modernization.

The impacts during the decommissioning phase will be similar to those during the construction phase. Exceptions include components such as the landscape, for which decommissioning the LTS will allow the restoration of the original land use. In other components, the impacts during decommissioning depend on the decision to remove or leave the cables underground.

The conditions and obligations specified in section 1.2 of this decision are based on the findings and recommendations of the environmental impact report and opinions from cooperating bodies. The conditions specified for the project's implementation are formulated with respect to, among other things:

- Ensuring economical use of the land during the preparation and implementation of the investment (Article 74(1) of the Environmental Protection Law of April 27, 2001, as amended).
- Considering environmental protection on the work site, especially protection of soil, vegetation, natural landform, and water relations (Article 75(1) of the Environmental Protection Law).
- Utilizing and transforming natural elements only to the extent necessary for the specific investment (Article 75(2) of the Environmental Protection Law).
- Managing waste in a manner that protects human health and the environment, specifically to prevent threats to water, air, soil, plants, or animals (Article 16(1) of the Waste Law of December 14, 2012, as amended).

These requirements are outlined with respect to the most significant identified emissions, ensuring that lack of management does not lead to negative environmental impacts or, in extreme cases, environmental contamination. The conditions include preventive, supervisory, and technical measures to manage emissions. The guidelines for the construction project are intended to ensure economical resource use, minimize emissions, and appropriately manage emissions. These guidelines are based on principles such as:

- Prevention, precaution, and cost-bearing for environmental impacts (Articles 6 and 7 of the Environmental Protection Law).
- Prohibition of causing significant deterioration of environmental quality or posing risks to human life or health (Article 141(2) of the Environmental Protection Law).
- Obligation to meet environmental quality standards and emission standards (Articles 141(1) and 144(1) of the Environmental Protection Law).
- Prohibition of operating installations that emit gases, dust, noise, or electromagnetic fields in amounts exceeding environmental quality standards outside the legally entitled area (Article 144(2) of the Environmental Protection Law).
- Prohibition of actions that could significantly negatively impact the objectives of protecting Natura 2000 areas (Article 33(1) of the Nature Conservation Act).

According to Article 135(1) of the Environmental Protection Law, the creation of a restricted use area is permissible if:

1. The investment pertains to, or has pertained to, sewage treatment plants, municipal waste landfills, composting facilities, communication routes, airports, power lines and stations, and radiocommunication, radionavigation, and radiolocation installations; this catalog is closed.
2. An ecological review, environmental impact assessment, or post-implementation analysis indicates that, despite available technical, technological, and organizational solutions, environmental quality standards cannot be met outside the plant or facility area. A restricted use area may only be created for power lines and stations if there are violations of electromagnetic field or noise standards in the environment. Analysis

indicates that there will be no breaches of environmental quality standards concerning electromagnetic fields. Similarly, for the transformer station, the noise analysis does not foresee any issues. Therefore, there is no need to create a restricted use area for this project.

Due to the need to assess the effectiveness of the preventive and mitigating measures applied, the applicant is required to monitor changes in the environment caused by the implementation of the project and the operation of the installation, as specified in section 11.1 of this decision. According to Article 82(1)(5) of the Environmental Protection Act, the applicant is also required to submit a post-implementation analysis. This analysis will allow for a comparison of the environmental impacts based on monitoring results with the findings and recommendations contained in the report prepared during this procedure. The timing and scope of the post-implementation analysis are linked to the monitoring obligations imposed on the applicant, taking into account the period necessary to gather reliable data for potential further actions to mitigate negative environmental impacts.

After analysing the scope of the planned project and identifying its environmental impacts and their scale, it was determined that the planned project will not cause transboundary environmental impacts. Therefore, there was no need to conduct a transboundary impact assessment procedure as referred to in Article 104 of the Environmental Protection Law or to specify conditions related to such impacts in this decision.

Before issuing the decision, the parties to the proceedings were notified in accordance with Article 10 of the Administrative Procedure Code (Kpa) about the conclusion of evidence collection and the possibility to review the case files and comment on the collected evidence and materials by letters RDOŚ-GdWOO.420.43.2021.KSZ/AM.37 and RDOŚ-GdWOO.420.43.2021.KSZ/AM.38 dated March 27, 2024. These notices were posted on the authority's website (www.rdos.gdansk.gov.pl), on the notice board at the authority's headquarters, and, at the request of the authority, in the Choczewo Municipality Office.

On April 24, 2024, C-Wind Polska Sp. z o.o. corrected an obvious clerical error by indicating that the geographic coordinates of the boundaries of the construction area for the IP OWF BC-Wind, both marine and land areas (Table 3.2, Section 3.1.2 titled "Location of the Project and Area Occupied"), for parcel 105/4 (Choczewo municipality, Lublewo district) were incorrectly listed. Consequently, the coordinates of parcel 105/4, where the electrical substation is planned, were incorrectly indicated in the table.

Therefore, on April 26, 2024, the authority once again notified the parties to the proceedings in accordance with Article 10 of the Kpa about the conclusion of evidence collection and the opportunity to review the case files and comment on the collected evidence and materials by letters RDOŚ-Gd-WOO.420.43.2021.KSZ/AM.40 and RDOŚ-Gd-WOO.420.43.2021.KSZ/AM.41 dated April 26, 2024. The notices were posted on the authority's website (www.rdos.gdansk.gov.pl), on the notice board at the authority's headquarters, and, at the request of the authority, in the Choczewo Municipality Office.

The implementation of the project based on this decision, as well as the subsequent operation of the facilities resulting from the project, does not exempt the Investor from the obligation to comply with, regardless of the provisions of this decision:

- the technical conditions established under Article 7 of the Construction Law (Journal of Laws of 2023, item 682, as amended);
- obtaining the required legal permits, opinions, and approvals;
- fulfilling obligations arising directly from legal regulations, particularly those related to proper water management as specified by the Water Law (Journal of Laws of 2023, item 1478, as amended);

- proper operation of equipment as stipulated by the Environmental Protection Law (Journal of Laws of 2024, item 54);
- waste management as defined by the Waste Act (Journal of Laws of 2023, item 1587, as amended);

Such obligations, being existing and binding by virtue of law, are not subject to reiteration or disclosure in the decision.

In this condition, the decision was to be issued as stated.

The decision is subject to disclosure in the publicly accessible data register.

Pursuant to Articles 127 § 2 and 129 § 1 of the Administrative Procedure Code, in connection with Article 127 § 3 of the Environmental Protection Law and Article 76 § 3 of the Offshore Wind Farms Law, the decision may be appealed to the General Director of Environmental Protection through the Regional Director of Environmental Protection in Gdańsk, ul. Chmielna 54/57, 80-748 Gdańsk, within 14 days from the date of delivery of the decision to the party or within 30 days from the date of announcement or delivery of the notice of the decision.

According to Article 76 § 4 of the Offshore Wind Farms Law, an appeal from an administrative decision should include objections related to the decision, specify the nature and scope of the request being appealed, and indicate evidence supporting this request.

A stamp duty of PLN 205 was collected for issuing this decision (part 1, item 45 of the appendix to the Act of November 16, 2006 on Stamp Duty (Journal of Laws of 2023, item 2111)).

The environmental decision does not replace permits issued under Article 56 of the Nature Protection Act. For any destruction of habitats, species, or disturbance or relocation of protected species, a permit under Article 56 of the Nature Protection Act is required.

To be received by:

1. Investor through representative - Mr. Kacper Kostrzewa; Ms. Magdalena Korpalska, C-Wind Polska Sp. z o.o., 33 Przyokopowa Street, 01-208 Warsaw
2. Parties to the proceedings via notification
3. Ms. Agata Mach, tel. 58 68 36 812, aa

For the attention of:

1. Director of the Maritime Office in Gdynia, 10 Chrzanowski Street, 81-338 Gdynia
2. State Border Sanitary Inspector in Gdynia, 69 Street 69, 81-155 Gdynia
3. State Water Management Authority – Regional Water Management Board, 9/19 Ks. Franciszka Rogaczewskiego Street, 80-804 Gdańsk

REGIONAL DIRECTOR
FOR ENVIRONMENTAL PROTECTION
IN GDAŃSK

Annex No. 1
to the decision RDOŚ-Gd-WOO.420.43.2021.KSZ/AM.43.

CHARACTERISTICS OF THE PROJECT

The planned project involves the construction and operation of the Transmission Infrastructure for the Offshore Wind Farm BC-Wind (hereinafter: IP OWF BC-Wind) in the maritime and land areas of the Republic of Poland. The designed IP OWF BC-Wind will enable the integration of electrical energy produced by the BC-Wind Offshore Wind Farm (OWF) into the National Power System (KSE).

The investment will consist of the following elements:

- Low-Voltage (LV) Electrical Cables: Located in the offshore area within the exclusive economic zone, territorial sea, and internal marine waters.
- Cable Wells: Located on onshore where the offshore and onshore cable lines will be connected.
- Low-Voltage (LV) Electrical Cables: Located in the onshore area of the Choczewo municipality (Wejherowo County, Pomeranian Voivodeship).
- Onshore Transformer Substation: With a rating of 220/400 kV or 275/400 kV.
- Low-Voltage Electrical Cable Line: Connecting the land transformer substation to the PSE electrical substation.
- Access Roads, Fiber Optics, Cable Joints, and Other Necessary Ancillary Infrastructure.
-

The electrical energy will be transmitted from the OWF BC-Wind through a maximum of two subsea low-voltage cables utilizing alternating current technology, with an operational voltage of 220 or 275 kV. The cables will be three-core, circular cross-section cables, accompanied by necessary telecommunication infrastructure to enable communication with the OWF BC-Wind infrastructure.

As part of the OWF BC-Wind construction (the project covered by the environmental conditions decision issued on September 16, 2022), a Marine Transformer Substation will be built within the OWF BC-Wind area. From this substation, a cable line will be extended, consisting of two three-core electrical cables. The planned route for the subsea export cable will have a maximum spacing of 500 meters. To protect the cables from mechanical damage, they will be buried in the seabed to a depth of 4 meters. Exceptions may include areas of the seabed with compact sediment or covered with a large number of boulders, which will prevent achieving the planned depth. In such cases, the cables will be additionally covered with protective materials (e.g., concrete mattresses, plates, stones, etc.). Additionally, there will be an exception for a transitional zone of approximately 400 meters, where the export cable will be installed using trenchless HDD (Horizontal Directional Drilling) method, with the cable buried in the seabed up to 6 meters.

Table No. 1. Technical Specification for the Construction of IP OWF BC-Wind in the Offshore Area

Technical Specification for the Construction of Cable Lines in the Offshore Area	Value and Description
Type of Electrical Cable	Highest Voltage Alternating Current Electrical Cable (LV), with an operating voltage of 220 or 275 kV, XLPE (cross-linked polyethylene) insulation, including the necessary telecommunication infrastructure. Maximum operating temperature up to 90°C.
Route of the cable lines	Along the marine route of the export cable line, it is planned to install the cables at a distance of no more than 500 meters apart. To avoid the coastal dynamic zone, the cables will be brought ashore using a trenchless method. The underground lines will converge to a distance of approximately 20 meters at the point where the cables emerge on land.
Maximum number of cable lines	2
Cable Lines Construction Technology	The cables will be installed using one of the following methods: SLB (simultaneous lay and burial), PLB (post-lay burial), PLT (pre-lay trenching or mass flow excavating). If burying the cable in the seabed is not possible, sections may be laid on the seabed with appropriate protective measures, such as concrete mattresses or rock dumping.
The maximum depth of cable burial in the seabed sediment.	4 m
The maximum depth of cable burial in the seabed sediment in the transition zone after the exit of the HDD (Horizontal Directional Drilling) from the sea side (approximately 400 m section).	6 m
The volume of sediment disturbed during the cable laying operations.	A maximum of 20 cubic meters of sediment per linear meter of cable, assuming a trench depth of 4 meters and a slope inclination of up to 45 degrees.
The maximum width of the seabed area affected by construction works for a single cable line.	25 m
Construction rate of the cable line	It is assumed that the installation rate for a single cable will be at least 1 km per day. The work pace will depend on factors such as the type of substrate, the installation method used, the installation depth, weather conditions, and so on.

Types of vessels involved in the construction of cable lines	For example, a cable laying vessel (CLV), an offshore service vessel (OSV), a cable barge, and a tugboat for the barge.
The size of the vessels involved in t he cable laying construction	The largest vessels that can participate in the construction work are cable laying vessels (CLV), which can be up to 180 meters in length. Cable barges and OSV units do not exceed 100 m in length, while the cable tugboats do not exceed about 50 meters in length100 m in length, while the cable tugboats do not exceed about 50 meters in length
Export Cable Landfall	Trenchless Method, e.g., Horizontal Directional Drilling (HDD or HDD Intersect). Drilling will be conducted from either the land side or both the land and sea sides. The exit points of the boreholes will be located outside the dynamic zone of the coastal waters.

The planned IP OWF BC-Wind will enable the transmission of electricity generated by the OWF BC-Wind to the National Power System (KSE).The electricity transmission will be carried out via a dual-circuit AC high-voltage (HV) cable line with a nominal voltage of 220 or 275 kV. The HV cables of 220 or 275 kV will connect the Offshore Transformer Station (MST) with the Onshore Transformer Station (OTS), which will then be connected to the PSE S.A. station via a 400 kV underground HV cable line. The operation of the transmission infrastructure will not require the delivery of fuel or the use of other raw materials for its proper functioning. It is anticipated that, under normal operation, fuel and raw material consumption will result solely from maintenance and any necessary repairs. For the offshore part of the IP OWF BC-Wind, maintenance will be performed at least once every 5 years, while the onshore part will be inspected on an ad-hoc basis in case of suspected cable damage. After the completion of the IP OWF BC-Wind operation, the Investor envisions two scenarios: 1) Leaving the infrastructure in the seabed and soil, 2) Partial or complete removal of the infrastructure from the seabed and soil, along with its disposal.

ATTACHMENT 2 TO THE DECISION RDOŚ-Gd-WOO.420.43.2021.KSZ/ AM.43 LOCATION OF THE PROJECT
Geographical Coordinates of the Construction Area For the IP OWF BC-Wind in the Offshore and Onshore Areas

LOCaTION NaME	COORDINaTE SYSTEM			
	RECTaNGULaR PLaNE PL-1992 [m]		WGS 84	
	X	Y	Φ	Λ
OFFSHORE aREa				
1	804602.85	437358.97	18° 1' 4.733" E	55° 6' 2.448" N
2	804686.74	438720.48	18° 2' 21.495" E	55° 6' 5.775" N
3	800299.66	442043.9	18° 5' 32.252" E	55° 3' 45.264" N
4	797630.21	442084.47	18° 5' 36.491" E	55° 2' 18.907" N
5	797224.71	441349.36	18° 4' 55.374" E	55° 2' 5.476" N
6	794614.65	436617.82	18° 0' 30.907" E	55° 0' 38.934" N
7	778347.15	429864.01	17° 54' 24.972" E	54° 51' 49.332" N
8	774176.85	429169.98	17° 53' 49.723" E	54° 49' 34.047" N
9	773854.3	429116.27	17° 53' 46.997" E	54° 49' 23.583" N
10	773799.99	428794.73	17° 53' 29.027" E	54° 49' 21.662" N
11	773788.17	428719.59	17° 53' 24.827" E	54° 49' 21.241" N
12	773784.66	428697.3	17° 53' 23.581" E	54° 49' 21.116" N
13	773778.95	428669.84	17° 53' 22.047" E	54° 49' 20.917" N
14	773768.38	428618.92	17° 53' 19.203" E	54° 49' 20.549" N
15	774784.92	428701.01	17° 53' 22.901" E	54° 49' 53.482" N
16	778389.38	428257.4	17° 52' 54.813" E	54° 51' 49.878" N
17	797086.83	436020.06	17° 59' 55.259" E	55° 1' 58.648" N
18	797312.72	436113.85	18° 0' 0.36" E	55° 2' 6" N
19	800172.47	436154.75	18° 0' 0.36" E	55° 3' 38.548" N
20	801402.14	436172.33	18° 0' 0.359" E	55° 4' 18.343" N
21	804602.85	437358.97	18° 1' 4.733" E	55° 6' 2.448" N
ONSHORE AREA				
CONSTRUCTION AREA FOR CABLE WELLS AND CABLE LINE				
1a_1	773800.44	428797.56	17° 53' 29.185" E	54° 49' 21.678" N
1a_2	773605.57	428729.57	17° 53' 25.548" E	54° 49' 15.338" N
1a_3	773605.90	428729.42	17° 53' 25.54" E	54° 49' 15.348" N
1a_4	773615.20	428724.94	17° 53' 25.28" E	54° 49' 15.647" N
1a_5	773630.72	428715.88	17° 53' 24.759" E	54° 49' 16.145" N
1a_6	773631.35	428715.05	17° 53' 24.712" E	54° 49' 16.165" N
1a_7	773631.66	428714.06	17° 53' 24.656" E	54° 49' 16.174" N
1a_8	773631.62	428713.02	17° 53' 24.598" E	54° 49' 16.172" N
1a_9	773627.94	428701.33	17° 53' 23.946" E	54° 49' 16.047" N
1a_10	773622.87	428675.51	17° 53' 22.504" E	54° 49' 15.87" N
1a_11	773621.66	428666.85	17° 53' 22.019" E	54° 49' 15.826" N
1a_12	773622.13	428662.15	17° 53' 21.755" E	54° 49' 15.839" N
1a_13	773621.64	428654.45	17° 53' 21.325" E	54° 49' 15.819" N
1a_14	773620.37	428648.69	17° 53' 21.003" E	54° 49' 15.775" N
1a_15	773614.58	428635.90	17° 53' 20.292" E	54° 49' 15.581" N

1a_16	773607.89	428616.06	17° 53' 19.185" E	54° 49' 15.355" N
1a_17	773605.29	428604.49	17° 53' 18.539" E	54° 49' 15.265" N
1a_18	773624.53	428607.61	17° 53' 18.697" E	54° 49' 15.889" N
1a_19	773768.38	428618.92	17° 53' 19.203" E	54° 49' 20.549" N
1a_20	773778.95	428669.83	17° 53' 22.047" E	54° 49' 20.917" N
1a_21	773784.66	428697.31	17° 53' 23.581" E	54° 49' 21.116" N
1a_22	773788.17	428719.59	17° 53' 24.827" E	54° 49' 21.241" N
1a_23	773800.44	428797.56	17° 53' 29.185" E	54° 49' 21.678" N
Access Route Landfall_1	773607.89	428616.06	17° 53' 19.185" E	54° 49' 15.355" N
Access Route Landfall_2	773614.58	428635.90	17° 53' 20.292" E	54° 49' 15.581" N
Access Route Landfall_3	773620.37	428648.69	17° 53' 21.003" E	54° 49' 15.775" N
Access Route Landfall_4	773621.64	428654.45	17° 53' 21.325" E	54° 49' 15.819" N
Access Route Landfall_5	773622.13	428662.15	17° 53' 21.755" E	54° 49' 15.839" N
Access Route Landfall_6	773621.66	428666.85	17° 53' 22.019" E	54° 49' 15.826" N
Access Route Landfall_7	773622.87	428675.51	17° 53' 22.504" E	54° 49' 15.87" N
Access Route Landfall_8	773627.94	428701.33	17° 53' 23.946" E	54° 49' 16.047" N
Access Route Landfall_9	773631.62	428713.02	17° 53' 24.598" E	54° 49' 16.172" N
Access Route Landfall_10	773631.66	428714.06	17° 53' 24.656" E	54° 49' 16.174" N
Access Route Landfall_11	773631.35	428715.05	17° 53' 24.712" E	54° 49' 16.165" N
Access Route Landfall_12	773630.72	428715.88	17° 53' 24.759" E	54° 49' 16.145" N
Access Route Landfall_13	773615.20	428724.94	17° 53' 25.28" E	54° 49' 15.647" N
Access Route Landfall_14	773605.90	428729.42	17° 53' 25.54" E	54° 49' 15.348" N
Access Route Landfall_15	773605.57	428729.57	17° 53' 25.548" E	54° 49' 15.338" N
Access Route Landfall_16	773586.78	428730.60	17° 53' 25.623" E	54° 49' 14.73" N
Access Route Landfall_17	773600.92	428725.13	17° 53' 25.304" E	54° 49' 15.185" N
Access Route Landfall_18	773612.49	428719.59	17° 53' 24.983" E	54° 49' 15.557" N
Access Route Landfall_19	773625.10	428712.28	17° 53' 24.562" E	54° 49' 15.961" N
Access Route Landfall_20	773622.07	428702.58	17° 53' 24.021" E	54° 49' 15.858" N
Access Route Landfall_21	773620.51	428693.94	17° 53' 23.539" E	54° 49' 15.803" N
Access Route Landfall_22	773616.94	428676.43	17° 53' 22.56" E	54° 49' 15.679" N
Access Route Landfall_23	773615.63	428666.96	17° 53' 22.031" E	54° 49' 15.631" N

Access Route Landfall_24	773616.12	428662.14	17° 53' 21.76" E	54° 49' 15.645" N
Access Route Landfall_25	773615.69	428655.29	17° 53' 21.377" E	54° 49' 15.627" N
Access Route Landfall_26	773614.58	428650.32	17° 53' 21.099" E	54° 49' 15.589" N
Access Route Landfall_27	773603.68	428635.44	17° 53' 20.275" E	54° 49' 15.228" N
Access Route Landfall_28	773591.95	428617.17	17° 53' 19.262" E	54° 49' 14.839" N
Access Route Landfall_29	773589.84	428616.62	17° 53' 19.233" E	54° 49' 14.771" N
Access Route Landfall_30	773590.04	428602.01	17° 53' 18.414" E	54° 49' 14.77" N
Access Route Landfall_31	773605.29	428604.49	17° 53' 18.539" E	54° 49' 15.265" N
Access Route Landfall_32	773607.89	428616.06	17° 53' 19.185" E	54° 49' 15.355" N
Access Route North_1	772997.22	428450.37	17° 53' 10.445" E	54° 48' 55.511" N
North Access Route 2 _	772988.33	428450.25	17° 53' 10.446" E	54° 48' 55.223" N
Access Route North_3	772930.88	428449.45	17° 53' 10.452" E	54° 48' 53.364" N
Access Route North_4 _	772922.62	428449.34	17° 53' 10.454" E	54° 48' 53.097" N
Access Route North_5	772906.84	428449.11	17° 53' 10.455" E	54° 48' 52.586" N
Access Route North 6 _	772906.05	428449.11	17° 53' 10.455" E	54° 48' 52.561" N
Access Route North_7	772904.95	428443.09	17° 53' 10.119" E	54° 48' 52.522" N
Access Route North_8 _	772905.08	428443.09	17° 53' 10.119" E	54° 48' 52.526" N
Access Route North_9	772922.37	428443.34	17° 53' 10.118" E	54° 48' 53.085" N
Access Route North_10_	772930.96	428443.45	17° 53' 10.116" E	54° 48' 53.364" N
Access Route North_11	772988.42	428444.25	17° 53' 10.11" E	54° 48' 55.223" N
Access Route North_12_	772997.86	428444.38	17° 53' 10.109" E	54° 48' 55.529" N
Access Route North_13	773003.95	428445.61	17° 53' 10.172" E	54° 48' 55.726" N
Access Route North_14_	773012.04	428445.41	17° 53' 10.154" E	54° 48' 55.988" N
Access Route North_15	773030.96	428448.24	17° 53' 10.295" E	54° 48' 56.602" N
Access Route North_16_	773046.22	428452.85	17° 53' 10.541" E	54° 48' 57.098" N
Access Route North_17	773075.58	428459.26	17° 53' 10.873" E	54° 48' 58.051" N
Access Route North_18_	773122.23	428474.23	17° 53' 11.671" E	54° 48' 59.568" N
Access Route North_19	773123.42	428474.55	17° 53' 11.687" E	54° 48' 59.607" N

Access Route North_20	773131.07	428476.59	17° 53' 11.795" E	54° 48' 59.855" N
Access Route North_21	773148.08	428481.13	17° 53' 12.034" E	54° 49' 0.408" N
Access Route North_22	773169.03	428486.72	17° 53' 12.328" E	54° 49' 1.089" N
Access Route North_23	773173.24	428488.07	17° 53' 12.401" E	54° 49' 1.226" N
Access Route North_24	773200.84	428500.30	17° 53' 13.061" E	54° 49' 2.125" N
Access Route North_ 25	773222.90	428512.23	17° 53' 13.71" E	54° 49' 2.845" N
Access Route North_26	773231.32	428517.18	17° 53' 13.98" E	54° 49' 3.12" N
Access Route North_27	773237.31	428520.70	17° 53' 14.172" E	54° 49' 3.315" N
Access Route North_28	773245.74	428526.53	17° 53' 14.491" E	54° 49' 3.591" N
Access Route North_29	773256.87	428533.95	17° 53' 14.897" E	54° 49' 3.955" N
Access Route North_30	773265.32	428541.11	17° 53' 15.29" E	54° 49' 4.232" N
Access Route North_31	773271.15	428547.51	17° 53' 15.644" E	54° 49' 4.424" N
Access Route North_32	773304.97	428593.13	17° 53' 18.17" E	54° 49' 5.542" N
Access Route North_33	773340.60	428641.20	17° 53' 20.832" E	54° 49' 6.719" N
Access Route North_34	773350.30	428654.99	17° 53' 21.596" E	54° 49' 7.04" N
Access Route North_35	773362.52	428672.51	17° 53' 22.567" E	54° 49' 7.445" N
Access Route North_36	773372.79	428687.37	17° 53' 23.39" E	54° 49' 7.785" N
Access Route North_37	773384.51	428703.75	17° 53' 24.298" E	54° 49' 8.172" N
Access Route North_38	773397.04	428720.04	17° 53' 25.199" E	54° 49' 8.586" N
Access Route North_39	773409.14	428735.05	17° 53' 26.029" E	54° 49' 8.985" N
AccessRoute North_40	773415.37	428742.05	17° 53' 26.416" E	54° 49' 9.19" N
AccessRoute North_41	773417.55	428745.00	17° 53' 26.579" E	54° 49' 9.262" N
Access Route North_42	773422.51	428747.07	17° 53' 26.691" E	54° 49' 9.424" N
AccessRoute North_43	773432.49	428748.75	17° 53' 26.776" E	54° 49' 9.748" N
Access Route North_44	773437.17	428748.83	17° 53' 26.777" E	54° 49' 9.899" N
AccessRoute North_45	773437.19	428748.83	17° 53' 26.777" E	54° 49' 9.9" N
Access Route North_46	773446.70	428749.08	17° 53' 26.782" E	54° 49' 10.207" N
AccessRoute North_47	773470.23	428747.25	17° 53' 26.659" E	54° 49' 10.968" N

Access Route North_ 48	773487.12	428746.62	17° 53' 26.608" E	54° 49' 11.514" N
Access Route North_ 49	773493.78	428746.17	17° 53' 26.577" E	54° 49' 11.729" N
Access Route North_ 50	773542.83	428741.45	17° 53' 26.269" E	54° 49' 13.314" N
Access Route North_ 51	773543.00	428741.42	17° 53' 26.268" E	54° 49' 13.319" N
Access Route North_52	773558.77	428738.06	17° 53' 26.066" E	54° 49' 13.828" N
Access Route North_ 53	773573.03	428734.75	17° 53' 25.867" E	54° 49' 14.288" N
Access Route North_54	773586.44	428730.73	17° 53' 25.63" E	54° 49' 14.719" N
Access Route North_ 55	773586.78	428730.60	17° 53' 25.623" E	54° 49' 14.73" N
Access Route North_ 56	773605.57	428729.57	17° 53' 25.548" E	54° 49' 15.338" N
Access Route North_ 57	773601.90	428731.30	17° 53' 25.648" E	54° 49' 15.22" N
Access Route North_ 58	773601.80	428731.35	17° 53' 25.651" E	54° 49' 15.217" N
Access Route North_59	773601.68	428731.40	17° 53' 25.654" E	54° 49' 15.213" N
Access Route North_ 60	773588.46	428736.38	17° 53' 25.945" E	54° 49' 14.788" N
Access Route North_61	773588.36	428736.42	17° 53' 25.947" E	54° 49' 14.785" N
Access Route North_ 62	773588.26	428736.45	17° 53' 25.949" E	54° 49' 14.781" N
Access Route North_ 63	773574.66	428740.53	17° 53' 26.19" E	54° 49' 14.343" N
Access Route North_ 64	773574.48	428740.58	17° 53' 26.192" E	54° 49' 14.338" N
Access Route North_ 65	773560.10	428743.91	17° 53' 26.392" E	54° 49' 13.874" N
Access Route North_ 66	773560.05	428743.93	17° 53' 26.393" E	54° 49' 13.872" N
Access Route North_67	773544.18	428747.30	17° 53' 26.596" E	54° 49' 13.361" N
Access Route North_ 68	773544.05	428747.33	17° 53' 26.598" E	54° 49' 13.356" N
Access Route North_ 69	773542.05	428747.66	17° 53' 26.618" E	54° 49' 13.292" N
Access Route North_ 70	773494.25	428752.15	17° 53' 26.912" E	54° 49' 11.747" N
Access Route North_71	773487.43	428752.61	17° 53' 26.944" E	54° 49' 11.527" N
Access Route North_ 72	773470.58	428753.24	17° 53' 26.994" E	54° 49' 10.982" N
Access Route North_73	773447.16	428755.06	17° 53' 27.117" E	54° 49' 10.226" N
Access Route North_ 74	773437.06	428754.83	17° 53' 27.113" E	54° 49' 9.899" N
Access Route North_ 75	773432.17	428754.75	17° 53' 27.113" E	54° 49' 9.74" N

Access Route North_76	773432.02	428754.74	17° 53' 27.112" E	54° 49' 9.735" N
Access Route North_ 77	773431.87	428754.73	17° 53' 27.112" E	54° 49' 9.731" N
Access Route North_78	773431.72	428754.71	17° 53' 27.111" E	54° 49' 9.726" N
Access Route North_79	773421.17	428752.93	17° 53' 27.021" E	54° 49' 9.384" N
Access Route North_ 80	773421.04	428752.91	17° 53' 27.019" E	54° 49' 9.379" N
Access Route North_81	773420.90	428752.87	17° 53' 27.018" E	54° 49' 9.375" N
Access Route North_ 82	773420.77	428752.84	17° 53' 27.016" E	54° 49' 9.37" N
Access Route North_ 83	773420.64	428752.79	17° 53' 27.013" E	54° 49' 9.366" N
Access Route North_84	773420.51	428752.74	17° 53' 27.011" E	54° 49' 9.362" N
Access Route North_ 85	773414.12	428750.06	17° 53' 26.866" E	54° 49' 9.154" N
Access Route North_86	773413.99	428750.01	17° 53' 26.863" E	54° 49' 9.15" N
Access Route North_ 87	773413.87	428749.94	17° 53' 26.86" E	54° 49' 9.146" N
Access Route North_88	773413.67	428749.83	17° 53' 26.853" E	54° 49' 9.139" N
Access Route North 89_	773410.71	428745.84	17° 53' 26.633" E	54° 49' 9.042" N
Access Route North_90	773404.54	428738.90	17° 53' 26.249" E	54° 49' 8.838" N
Access Route North_ 91	773392.33	428723.75	17° 53' 25.411" E	54° 49' 8.435" N
Access Route North_92	773379.70	428707.33	17° 53' 24.502" E	54° 49' 8.018" N
Access Route North_ 93	773367.86	428690.78	17° 53' 23.585" E	54° 49' 7.627" N
Access Route North_94	773357.60	428675.93	17° 53' 22.763" E	54° 49' 7.287" N
Access Route North_ 95	773345.39	428658.43	17° 53' 21.793" E	54° 49' 6.883" N
Access Route North_96	773335.74	428644.71	17° 53' 21.033" E	54° 49' 6.564" N
Access Route North_ 97	773300.15	428596.70	17° 53' 18.374" E	54° 49' 5.388" N
Access Route North_98	773266.51	428551.32	17° 53' 15.861" E	54° 49' 4.276" N
Access Route North_99	773261.15	428545.43	17° 53' 15.536" E	54° 49' 4.099" N
Access Route North_100	773253.24	428538.73	17° 53' 15.168" E	54° 49' 3.84" N
Access Route North_ 101	773242.37	428531.49	17° 53' 14.772" E	54° 49' 3.485" N
Access Route North_102	773234.11	428525.78	17° 53' 14.459" E	54° 49' 3.214" N
Access Route North_ 103	773228.28	428522.35	17° 53' 14.272" E	54° 49' 3.024" N

Access RouteNorth_104	773219.95	428517.46	17° 53' 14.006" E	54° 49' 2.752" N
Access Route North_105	773198.19	428505.68	17° 53' 13.365" E	54° 49' 2.042" N
Access Route North_106	773171.10	428493.68	17° 53' 12.717" E	54° 49' 1.159" N
Access Route North_107	773167.34	428492.47	17° 53' 12.652" E	54° 49' 1.037" N
Access Route North 108	773146.53	428486.92	17° 53' 12.36" E	54° 49' 0.361" N
Access Route North_109	773129.52	428482.39	17° 53' 12.121" E	54° 48' 59.808" N
Access Route North_110	773121.87	428480.35	17° 53' 12.014" E	54° 48' 59.56" N
Access Route North_111	773120.68	428480.03	17° 53' 11.997" E	54° 48' 59.521" N
AccessRoute North_112	773074.16	428465.09	17° 53' 11.201" E	54° 48' 58.008" N
Access Route North_113	773044.59	428458.63	17° 53' 10.866" E	54° 48' 57.048" N
Access Route North_114	773029.69	428454.12	17° 53' 10.626" E	54° 48' 56.563" N
Access Route North_ 115	773011.92	428451.42	17° 53' 10.49" E	54° 48' 55.987" N
Access Route North_116	773003.45	428451.61	17° 53' 10.509" E	54° 48' 55.713" N
Access Route North_ 117	773003.45	428451.62	17° 53' 10.509" E	54° 48' 55.713" N
Access Route North_118	772997.22	428450.37	17° 53' 10.445" E	54° 48' 55.511" N
1b_1	773589.84	428616.62	17° 53' 19.233" E	54° 49' 14.771" N
1b_2	773591.95	428617.17	17° 53' 19.262" E	54° 49' 14.839" N
1b_3	773603.68	428635.44	17° 53' 20.275" E	54° 49' 15.228" N
1b_4	773614.58	428650.32	17° 53' 21.099" E	54° 49' 15.589" N
1b_5	773615.69	428655.29	17° 53' 21.377" E	54° 49' 15.627" N
1b_6	773616.12	428662.14	17° 53' 21.76" E	54° 49' 15.645" N
1b_7	773615.63	428666.96	17° 53' 22.031" E	54° 49' 15.631" N
1b_8	773616.94	428676.43	17° 53' 22.56" E	54° 49' 15.679" N
1b_9	773620.51	428693.94	17° 53' 23.539" E	54° 49' 15.803" N
1b_10	773622.07	428702.58	17° 53' 24.021" E	54° 49' 15.858" N
1b_11	773625.10	428712.28	17° 53' 24.562" E	54° 49' 15.961" N
1b_12	773612.49	428719.59	17° 53' 24.983" E	54° 49' 15.557" N
1b_13	773600.92	428725.13	17° 53' 25.304" E	54° 49' 15.185" N
1b_14	773586.78	428730.60	17° 53' 25.623" E	54° 49' 14.73" N
1b_15	773547.63	428732.74	17° 53' 25.777" E	54° 49' 13.465" N
1b_16	773571.37	428692.10	17° 53' 23.479" E	54° 49' 14.212" N
1b_17	773566.37	428664.77	17° 53' 21.952" E	54° 49' 14.036" N
1b_18	773574.51	428648.54	17° 53' 21.035" E	54° 49' 14.291" N
1b_19	773589.82	428618.00	17° 53' 19.31" E	54° 49' 14.771" N
1b_20	773589.84	428616.62	17° 53' 19.233" E	54° 49' 14.771" N
2_1	773468.78	428575.33	17° 53' 17.027" E	54° 49' 10.833" N
2_2	773486.66	428584.31	17° 53' 17.514" E	54° 49' 11.416" N

2_3	773486.66	428584.31	17° 53' 17.514" E	54° 49' 11.416" N
2_4	773507.21	428588.55	17° 53' 17.733" E	54° 49' 12.083" N
2_5	773524.75	428591.40	17° 53' 17.878" E	54° 49' 12.652" N
2_6	773538.04	428593.56	17° 53' 17.987" E	54° 49' 13.083" N
2_7	773590.04	428602.01	17° 53' 18.414" E	54° 49' 14.77" N
2_8	773589.84	428616.62	17° 53' 19.233" E	54° 49' 14.771" N
2_9	773589.82	428618.00	17° 53' 19.31" E	54° 49' 14.771" N
2_10	773574.51	428648.54	17° 53' 21.035" E	54° 49' 14.291" N
2_11	773566.37	428664.77	17° 53' 21.952" E	54° 49' 14.036" N
2_12	773571.37	428692.10	17° 53' 23.479" E	54° 49' 14.212" N
2_13	773547.63	428732.74	17° 53' 25.777" E	54° 49' 13.465" N
2_14	773542.83	428741.45	17° 53' 26.269" E	54° 49' 13.314" N
2_15	773539.11	428747.79	17° 53' 26.628" E	54° 49' 13.197" N
2_16	773493.95	428751.31	17° 53' 26.866" E	54° 49' 11.737" N
2_17	773493.84	428749.62	17° 53' 26.771" E	54° 49' 11.733" N
2_18	773492.47	428733.27	17° 53' 25.856" E	54° 49' 11.68" N
2_19	773453.71	428619.22	17° 53' 19.5" E	54° 49' 10.368" N
2_20	773453.68	428619.21	17° 53' 19.499" E	54° 49' 10.367" N
2_21	773448.27	428616.49	17° 53' 19.351" E	54° 49' 10.19" N
2_22	773468.78	428575.33	17° 53' 17.027" E	54° 49' 10.833" N
3_1	773232.88	428521.84	17° 53' 14.239" E	54° 49' 3.173" N
3_2	773242.13	428506.18	17° 53' 13.354" E	54° 49' 3.464" N
3_3	772834.43	428198.36	17° 52' 56.471" E	54° 48' 50.114" N
3_4	772824.70	428191.00	17° 52' 56.068" E	54° 48' 49.795" N
3_5	772829.24	428183.74	17° 52' 55.657" E	54° 48' 49.939" N
3_6	772839.55	428167.28	17° 52' 54.725" E	54° 48' 50.264" N
3_7	772848.87	428152.52	17° 52' 53.89" E	54° 48' 50.558" N
3_8	772856.06	428160.51	17° 52' 54.331" E	54° 48' 50.794" N
3_9	773266.78	428470.96	17° 53' 11.359" E	54° 49' 4.244" N
3_10	773272.49	428475.27	17° 53' 11.595" E	54° 49' 4.43" N
3_11	773276.77	428478.51	17° 53' 11.773" E	54° 49' 4.571" N
3_12	773286.20	428484.25	17° 53' 12.086" E	54° 49' 4.878" N
3_13	773293.43	428487.62	17° 53' 12.268" E	54° 49' 5.114" N
3_14	773304.31	428492.78	17° 53' 12.548" E	54° 49' 5.469" N
3_15	773306.57	428493.92	17° 53' 12.61" E	54° 49' 5.543" N
3_16	773309.13	428495.20	17° 53' 12.679" E	54° 49' 5.626" N
3_17	773468.78	428575.33	17° 53' 17.027" E	54° 49' 10.833" N
3_18	773448.27	428616.49	17° 53' 19.351" E	54° 49' 10.19" N
3_19	773286.99	428535.54	17° 53' 14.959" E	54° 49' 4.93" N
3_20	773273.06	428555.10	17° 53' 16.068" E	54° 49' 4.49" N
3_21	773271.30	428557.62	17° 53' 16.21" E	54° 49' 4.434" N
3_22	773266.59	428551.26	17° 53' 15.858" E	54° 49' 4.279" N
3_23	773266.58	428551.25	17° 53' 15.858" E	54° 49' 4.278" N
3_24	773252.54	428535.83	17° 53' 15.006" E	54° 49' 3.816" N
3_25	773250.12	428533.17	17° 53' 14.859" E	54° 49' 3.736" N
3_26	773250.10	428533.15	17° 53' 14.858" E	54° 49' 3.736" N
3_27	773232.35	428522.73	17° 53' 14.29" E	54° 49' 3.156" N

3_28	773232.88	428521.84	17° 53' 14.239" E	54° 49' 3.173" N
4_1	772839.55	428167.28	17° 52' 54.725" E	54° 48' 50.264" N
4_2	772829.24	428183.74	17° 52' 55.657" E	54° 48' 49.939" N
4_3	772824.70	428191.00	17° 52' 56.068" E	54° 48' 49.795" N
4_4	772731.76	428120.83	17° 52' 52.219" E	54° 48' 46.752" N
4_5	772677.72	428080.03	17° 52' 49.982" E	54° 48' 44.983" N
4_6	772671.86	428075.47	17° 52' 49.731" E	54° 48' 44.79" N
4_7	772666.15	428070.71	17° 52' 49.47" E	54° 48' 44.603" N
4_8	772660.60	428065.77	17° 52' 49.198" E	54° 48' 44.421" N
4_9	772655.22	428060.65	17° 52' 48.916" E	54° 48' 44.244" N
4_10	772650.01	428055.35	17° 52' 48.624" E	54° 48' 44.073" N
4_11	772644.98	428049.88	17° 52' 48.322" E	54° 48' 43.908" N
4_12	772640.14	428044.25	17° 52' 48.011" E	54° 48' 43.748" N
4_13	772635.48	428038.46	17° 52' 47.69" E	54° 48' 43.594" N
4_14	772631.02	428032.51	17° 52' 47.362" E	54° 48' 43.447" N
4_15	772626.76	428026.43	17° 52' 47.024" E	54° 48' 43.306" N
4_16	772622.70	428020.20	17° 52' 46.679" E	54° 48' 43.171" N
4_17	772618.85	428013.85	17° 52' 46.327" E	54° 48' 43.043" N
4_18	772615.21	428007.37	17° 52' 45.967" E	54° 48' 42.922" N
4_19	772611.79	428000.77	17° 52' 45.601" E	54° 48' 42.808" N
4_20	772608.59	427994.07	17° 52' 45.228" E	54° 48' 42.701" N
4_21	772605.62	427987.26	17° 52' 44.849" E	54° 48' 42.602" N
4_22	772602.87	427980.35	17° 52' 44.465" E	54° 48' 42.509" N
4_23	772557.56	427861.13	17° 52' 37.826" E	54° 48' 40.981" N
4_24	772556.61	427858.76	17° 52' 37.694" E	54° 48' 40.949" N
4_25	772555.58	427856.43	17° 52' 37.565" E	54° 48' 40.915" N
4_26	772554.47	427854.13	17° 52' 37.437" E	54° 48' 40.878" N
4_27	772553.28	427851.87	17° 52' 37.311" E	54° 48' 40.838" N
4_28	772552.02	427849.65	17° 52' 37.188" E	54° 48' 40.796" N
4_29	772550.69	427847.47	17° 52' 37.067" E	54° 48' 40.752" N
4_30	772549.28	427845.34	17° 52' 36.949" E	54° 48' 40.705" N
4_31	772547.80	427843.26	17° 52' 36.834" E	54° 48' 40.656" N
4_32	772546.25	427841.23	17° 52' 36.722" E	54° 48' 40.605" N
4_33	772544.63	427839.26	17° 52' 36.613" E	54° 48' 40.552" N
4_34	772542.95	427837.34	17° 52' 36.507" E	54° 48' 40.496" N
4_35	772541.20	427835.48	17° 52' 36.404" E	54° 48' 40.439" N
4_36	772539.39	427833.68	17° 52' 36.305" E	54° 48' 40.379" N
4_37	772537.52	427831.94	17° 52' 36.209" E	54° 48' 40.318" N
4_38	772535.59	427830.26	17° 52' 36.117" E	54° 48' 40.255" N
4_39	772533.61	427828.66	17° 52' 36.029" E	54° 48' 40.19" N
4_40	772531.57	427827.12	17° 52' 35.944" E	54° 48' 40.123" N
4_41	772529.49	427825.65	17° 52' 35.864" E	54° 48' 40.055" N
4_42	772279.97	427657.75	17° 52' 26.682" E	54° 48' 31.894" N
4_43	772279.33	427657.34	17° 52' 26.66" E	54° 48' 31.873" N
4_44	772278.67	427656.94	17° 52' 26.638" E	54° 48' 31.852" N
4_45	772278.00	427656.57	17° 52' 26.618" E	54° 48' 31.83" N
4_46	772277.31	427656.22	17° 52' 26.599" E	54° 48' 31.808" N

4_47	772276.62	427655.90	17° 52' 26.582" E	54° 48' 31.785" N
4_48	772275.91	427655.60	17° 52' 26.566" E	54° 48' 31.762" N
4_49	772275.20	427655.33	17° 52' 26.551" E	54° 48' 31.739" N
4_50	772274.47	427655.08	17° 52' 26.538" E	54° 48' 31.715" N
4_51	772273.74	427654.86	17° 52' 26.526" E	54° 48' 31.691" N
4_52	772273.00	427654.66	17° 52' 26.515" E	54° 48' 31.667" N
4_53	772272.25	427654.49	17° 52' 26.507" E	54° 48' 31.643" N
4_54	772271.50	427654.34	17° 52' 26.499" E	54° 48' 31.618" N
4_55	772270.74	427654.22	17° 52' 26.493" E	54° 48' 31.594" N
4_56	772269.98	427654.13	17° 52' 26.488" E	54° 48' 31.569" N
4_57	772269.21	427654.06	17° 52' 26.485" E	54° 48' 31.544" N
4_58	772268.45	427654.02	17° 52' 26.484" E	54° 48' 31.519" N
4_59	772267.68	427654.00	17° 52' 26.484" E	54° 48' 31.495" N
4_60	772266.92	427654.02	17° 52' 26.485" E	54° 48' 31.47" N
4_61	772266.15	427654.06	17° 52' 26.488" E	54° 48' 31.445" N
4_62	772265.39	427654.12	17° 52' 26.492" E	54° 48' 31.42" N
4_63	772264.62	427654.21	17° 52' 26.498" E	54° 48' 31.396" N
4_64	772263.87	427654.33	17° 52' 26.505" E	54° 48' 31.371" N
4_65	772263.11	427654.48	17° 52' 26.514" E	54° 48' 31.347" N
4_66	772262.37	427654.65	17° 52' 26.525" E	54° 48' 31.323" N
4_67	772261.62	427654.85	17° 52' 26.536" E	54° 48' 31.299" N
4_68	772260.89	427655.07	17° 52' 26.549" E	54° 48' 31.276" N
4_69	772260.17	427655.32	17° 52' 26.564" E	54° 48' 31.252" N
4_70	772259.45	427655.59	17° 52' 26.58" E	54° 48' 31.229" N
4_71	772258.74	427655.89	17° 52' 26.597" E	54° 48' 31.206" N
4_72	772258.05	427656.21	17° 52' 26.616" E	54° 48' 31.184" N
4_73	772257.36	427656.55	17° 52' 26.636" E	54° 48' 31.162" N
4_74	772256.69	427656.92	17° 52' 26.657" E	54° 48' 31.141" N
4_75	772256.03	427657.31	17° 52' 26.68" E	54° 48' 31.119" N
4_76	772255.39	427657.73	17° 52' 26.703" E	54° 48' 31.099" N
4_77	772254.76	427658.17	17° 52' 26.728" E	54° 48' 31.079" N
4_78	772254.14	427658.62	17° 52' 26.755" E	54° 48' 31.059" N
4_79	772253.54	427659.10	17° 52' 26.782" E	54° 48' 31.04" N
4_80	772252.96	427659.60	17° 52' 26.811" E	54° 48' 31.021" N
4_81	772252.40	427660.12	17° 52' 26.84" E	54° 48' 31.003" N
4_82	772251.85	427660.66	17° 52' 26.871" E	54° 48' 30.986" N
4_83	772251.33	427661.22	17° 52' 26.903" E	54° 48' 30.969" N
4_84	772250.82	427661.80	17° 52' 26.935" E	54° 48' 30.953" N
4_85	772250.33	427662.39	17° 52' 26.969" E	54° 48' 30.938" N
4_86	772249.87	427663.00	17° 52' 27.004" E	54° 48' 30.923" N
4_87	772249.42	427663.63	17° 52' 27.039" E	54° 48' 30.909" N
4_88	772249.00	427664.27	17° 52' 27.075" E	54° 48' 30.896" N
4_89	772248.60	427664.92	17° 52' 27.112" E	54° 48' 30.883" N
4_90	772248.23	427665.59	17° 52' 27.15" E	54° 48' 30.871" N
4_91	772052.88	428024.82	17° 52' 47.448" E	54° 48' 24.737" N
4_92	772059.55	428040.52	17° 52' 48.322" E	54° 48' 24.961" N
4_93	772020.01	428120.92	17° 52' 52.86" E	54° 48' 23.723" N

4_94	771971.89	428090.75	17° 52' 51.213" E	54° 48' 22.15" N
4_95	771973.09	428087.82	17° 52' 51.048" E	54° 48' 22.188" N
4_96	771972.37	428068.26	17° 52' 49.954" E	54° 48' 22.154" N
4_97	771978.11	428057.71	17° 52' 49.357" E	54° 48' 22.335" N
4_98	772204.38	427641.59	17° 52' 25.845" E	54° 48' 29.44" N
4_99	772206.81	427637.46	17° 52' 25.611" E	54° 48' 29.517" N
4_100	772209.51	427633.49	17° 52' 25.387" E	54° 48' 29.602" N
4_101	772212.47	427629.72	17° 52' 25.173" E	54° 48' 29.695" N
4_102	772215.67	427626.15	17° 52' 24.97" E	54° 48' 29.797" N
4_103	772219.10	427622.80	17° 52' 24.779" E	54° 48' 29.907" N
4_104	772222.75	427619.69	17° 52' 24.602" E	54° 48' 30.023" N
4_105	772226.59	427616.83	17° 52' 24.438" E	54° 48' 30.146" N
4_106	772230.62	427614.23	17° 52' 24.289" E	54° 48' 30.275" N
4_107	772234.81	427611.90	17° 52' 24.155" E	54° 48' 30.409" N
4_108	772239.15	427609.86	17° 52' 24.036" E	54° 48' 30.549" N
4_109	772243.61	427608.11	17° 52' 23.934" E	54° 48' 30.692" N
4_110	772248.18	427606.66	17° 52' 23.849" E	54° 48' 30.839" N
4_111	772252.84	427605.52	17° 52' 23.781" E	54° 48' 30.989" N
4_112	772257.56	427604.69	17° 52' 23.73" E	54° 48' 31.142" N
4_113	772262.33	427604.18	17° 52' 23.697" E	54° 48' 31.296" N
4_114	772267.12	427603.99	17° 52' 23.682" E	54° 48' 31.451" N
4_115	772271.91	427604.11	17° 52' 23.685" E	54° 48' 31.606" N
4_116	772276.69	427604.56	17° 52' 23.706" E	54° 48' 31.76" N
4_117	772281.42	427605.32	17° 52' 23.744" E	54° 48' 31.914" N
4_118	772286.09	427606.39	17° 52' 23.8" E	54° 48' 32.066" N
4_119	772290.68	427607.77	17° 52' 23.873" E	54° 48' 32.215" N
4_120	772295.17	427609.46	17° 52' 23.964" E	54° 48' 32.361" N
4_121	772299.54	427611.44	17° 52' 24.071" E	54° 48' 32.503" N
4_122	772303.76	427613.71	17° 52' 24.194" E	54° 48' 32.641" N
4_123	772307.83	427616.25	17° 52' 24.333" E	54° 48' 32.774" N
4_124	772557.34	427784.14	17° 52' 33.514" E	54° 48' 40.934" N
4_125	772564.24	427789.13	17° 52' 33.787" E	54° 48' 41.16" N
4_126	772570.77	427794.58	17° 52' 34.086" E	54° 48' 41.374" N
4_127	772576.92	427800.46	17° 52' 34.41" E	54° 48' 41.576" N
4_128	772582.66	427806.75	17° 52' 34.757" E	54° 48' 41.765" N
4_129	772587.95	427813.42	17° 52' 35.126" E	54° 48' 41.94" N
4_130	772592.77	427820.43	17° 52' 35.515" E	54° 48' 42.099" N
4_131	772597.10	427827.75	17° 52' 35.921" E	54° 48' 42.243" N
4_132	772600.92	427835.36	17° 52' 36.343" E	54° 48' 42.371" N
4_133	772604.22	427843.20	17° 52' 36.78" E	54° 48' 42.482" N
4_134	772649.53	427962.43	17° 52' 43.419" E	54° 48' 44.01" N
4_135	772653.73	427972.51	17° 52' 43.98" E	54° 48' 44.151" N
4_136	772658.54	427982.32	17° 52' 44.525" E	54° 48' 44.312" N
4_137	772663.96	427991.80	17° 52' 45.051" E	54° 48' 44.492" N
4_138	772669.96	428000.94	17° 52' 45.558" E	54° 48' 44.691" N
4_139	772676.51	428009.68	17° 52' 46.041" E	54° 48' 44.907" N
4_140	772683.60	428017.99	17° 52' 46.501" E	54° 48' 45.141" N

4_141	772691.19	428025.85	17° 52' 46.934" E	54° 48' 45.39" N
4_142	772699.25	428033.22	17° 52' 47.34" E	54° 48' 45.655" N
4_143	772707.76	428040.08	17° 52' 47.717" E	54° 48' 45.934" N
4_144	772759.57	428079.24	17° 52' 49.865" E	54° 48' 47.63" N
4_145	772788.06	428100.78	17° 52' 51.045" E	54° 48' 48.563" N
4_146	772804.08	428112.88	17° 52' 51.709" E	54° 48' 49.088" N
4_147	772832.65	428134.48	17° 52' 52.894" E	54° 48' 50.023" N
4_148	772848.87	428152.52	17° 52' 53.89" E	54° 48' 50.558" N
4_149	772839.55	428167.28	17° 52' 54.725" E	54° 48' 50.264" N
5_1	771887.29	428446.15	17° 53' 11.196" E	54° 48' 19.596" N
5_2	771887.29	428446.15	17° 53' 11.196" E	54° 48' 19.596" N
5_3	771834.75	428423.95	17° 53' 10" E	54° 48' 17.885" N
5_4	771971.89	428090.75	17° 52' 51.213" E	54° 48' 22.15" N
5_5	771971.89	428090.75	17° 52' 51.213" E	54° 48' 22.15" N
5_6	772020.01	428120.92	17° 52' 52.86" E	54° 48' 23.723" N
5_7	772001.77	428126.22	17° 52' 53.174" E	54° 48' 23.135" N
5_8	771885.00	428409.90	17° 53' 9.168" E	54° 48' 19.504" N
5_9	771893.12	428430.36	17° 53' 10.306" E	54° 48' 19.777" N
5_10	771887.29	428446.15	17° 53' 11.196" E	54° 48' 19.596" N
6_1	771657.88	428859.38	17° 53' 34.545" E	54° 48' 12.385" N
6_2	771621.24	428824.60	17° 53' 32.63" E	54° 48' 11.182" N
6_3	771648.95	428790.63	17° 53' 30.703" E	54° 48' 12.061" N
6_4	771662.69	428773.79	17° 53' 29.747" E	54° 48' 12.497" N
6_5	771707.77	428718.53	17° 53' 26.612" E	54° 48' 13.928" N
6_6	771713.03	428711.75	17° 53' 26.228" E	54° 48' 14.094" N
6_7	771717.96	428704.73	17° 53' 25.83" E	54° 48' 14.25" N
6_8	771722.55	428697.48	17° 53' 25.42" E	54° 48' 14.395" N
6_9	771726.78	428690.01	17° 53' 24.998" E	54° 48' 14.528" N
6_10	771730.64	428682.35	17° 53' 24.566" E	54° 48' 14.649" N
6_11	771734.14	428674.52	17° 53' 24.124" E	54° 48' 14.758" N
6_12	771737.25	428666.52	17° 53' 23.673" E	54° 48' 14.855" N
6_13	771743.87	428648.20	17° 53' 22.641" E	54° 48' 15.059" N
6_14	771812.41	428458.60	17° 53' 11.96" E	54° 48' 17.18" N
6_15	771814.22	428456.95	17° 53' 11.866" E	54° 48' 17.238" N
6_16	771825.29	428446.93	17° 53' 11.295" E	54° 48' 17.591" N
6_17	771834.75	428423.95	17° 53' 10" E	54° 48' 17.885" N
6_18	771887.29	428446.15	17° 53' 11.196" E	54° 48' 19.596" N
6_19	771887.29	428446.15	17° 53' 11.196" E	54° 48' 19.596" N
6_20	771853.56	428537.45	17° 53' 16.34" E	54° 48' 18.552" N
6_21	771834.11	428545.61	17° 53' 16.814" E	54° 48' 17.926" N
6_22	771790.89	428665.16	17° 53' 23.55" E	54° 48' 16.589" N
6_23	771787.76	428674.25	17° 53' 24.061" E	54° 48' 16.493" N
6_24	771784.34	428683.23	17° 53' 24.567" E	54° 48' 16.387" N
6_25	771780.62	428692.09	17° 53' 25.067" E	54° 48' 16.271" N
6_26	771776.60	428700.83	17° 53' 25.56" E	54° 48' 16.146" N
6_27	771772.30	428709.42	17° 53' 26.045" E	54° 48' 16.011" N
6_28	771767.71	428717.86	17° 53' 26.522" E	54° 48' 15.867" N

6_29	771762.84	428726.15	17° 53' 26.99" E	54° 48' 15.713" N
6_30	771757.70	428734.27	17° 53' 27.45" E	54° 48' 15.551" N
6_31	771752.29	428742.22	17° 53' 27.9" E	54° 48' 15.38" N
6_32	771753.46	428764.20	17° 53' 29.13" E	54° 48' 15.429" N
6_33	771681.81	428853.07	17° 53' 34.171" E	54° 48' 13.156" N
6_34	771661.75	428854.62	17° 53' 34.275" E	54° 48' 12.508" N
6_35	771657.88	428859.38	17° 53' 34.545" E	54° 48' 12.385" N
7_1	771498.73	429055.59	17° 53' 45.676" E	54° 48' 7.336" N
7_2	771461.15	429022.64	17° 53' 43.864" E	54° 48' 6.103" N
7_3	771467.66	429014.90	17° 53' 43.424" E	54° 48' 6.31" N
7_4	771513.68	428956.45	17° 53' 40.11" E	54° 48' 7.769" N
7_5	771621.24	428824.60	17° 53' 32.63" E	54° 48' 11.182" N
7_6	771657.88	428859.38	17° 53' 34.545" E	54° 48' 12.385" N
7_7	771498.73	429055.59	17° 53' 45.676" E	54° 48' 7.336" N
8_1	771328.88	429157.62	17° 53' 51.54" E	54° 48' 1.892" N
8_2	771305.61	429106.94	17° 53' 48.722" E	54° 48' 1.114" N
8_3	771400.39	429063.79	17° 53' 46.222" E	54° 48' 4.158" N
8_4	771412.52	429058.27	17° 53' 45.902" E	54° 48' 4.548" N
8_5	771421.58	429053.77	17° 53' 45.642" E	54° 48' 4.839" N
8_6	771430.31	429048.66	17° 53' 45.348" E	54° 48' 5.119" N
8_7	771438.67	429042.96	17° 53' 45.021" E	54° 48' 5.386" N
8_8	771439.48	429042.32	17° 53' 44.985" E	54° 48' 5.412" N
8_9	771446.62	429036.71	17° 53' 44.664" E	54° 48' 5.64" N
8_10	771454.12	429029.92	17° 53' 44.278" E	54° 48' 5.88" N
8_11	771460.94	429022.86	17° 53' 43.876" E	54° 48' 6.096" N
8_12	771461.15	429022.64	17° 53' 43.864" E	54° 48' 6.103" N
8_13	771498.73	429055.59	17° 53' 45.676" E	54° 48' 7.336" N
8_14	771479.40	429093.47	17° 53' 47.814" E	54° 48' 6.73" N
8_15	771436.64	429141.65	17° 53' 50.551" E	54° 48' 5.371" N
8_16	771382.25	429166.99	17° 53' 52.018" E	54° 48' 3.624" N
8_17	771328.88	429157.62	17° 53' 51.54" E	54° 48' 1.892" N
9_1	771305.61	429106.94	17° 53' 48.722" E	54° 48' 1.114" N
9_2	771328.88	429157.62	17° 53' 51.54" E	54° 48' 1.892" N
9_3	771319.04	429155.89	17° 53' 51.452" E	54° 48' 1.573" N
9_4	771296.53	429166.00	17° 53' 52.038" E	54° 48' 0.85" N
9_5	769610.72	429933.50	17° 54' 36.49" E	54° 47' 6.692" N
9_6	769604.56	429936.17	17° 54' 36.645" E	54° 47' 6.494" N
9_7	769598.30	429938.64	17° 54' 36.789" E	54° 47' 6.293" N
9_8	769591.97	429940.90	17° 54' 36.921" E	54° 47' 6.089" N
9_9	769585.56	429942.93	17° 54' 37.04" E	54° 47' 5.882" N
9_10	769579.08	429944.75	17° 54' 37.148" E	54° 47' 5.674" N
9_11	769572.55	429946.35	17° 54' 37.243" E	54° 47' 5.463" N
9_12	769565.97	429947.73	17° 54' 37.326" E	54° 47' 5.251" N
9_13	769559.34	429948.88	17° 54' 37.396" E	54° 47' 5.037" N
9_14	769552.68	429949.80	17° 54' 37.453" E	54° 47' 4.822" N
9_15	769545.99	429950.50	17° 54' 37.498" E	54° 47' 4.606" N
9_16	769539.28	429950.97	17° 54' 37.53" E	54° 47' 4.389" N

9_17	769532.56	429951.21	17° 54' 37.55" E	54° 47' 4.172" N
9_18	769525.84	429951.22	17° 54' 37.556" E	54° 47' 3.954" N
9_19	769519.12	429951.00	17° 54' 37.55" E	54° 47' 3.737" N
9_20	769512.41	429950.56	17° 54' 37.531" E	54° 47' 3.519" N
9_21	769505.72	429949.89	17° 54' 37.499" E	54° 47' 3.303" N
9_22	769499.05	429948.99	17° 54' 37.455" E	54° 47' 3.087" N
9_23	769492.42	429947.86	17° 54' 37.397" E	54° 47' 2.871" N
9_24	769225.46	429898.15	17° 54' 34.847" E	54° 46' 54.209" N
9_25	769180.00	429889.47	17° 54' 34.401" E	54° 46' 52.733" N
9_26	769179.90	429889.46	17° 54' 34.4" E	54° 46' 52.73" N
9_27	769179.80	429889.44	17° 54' 34.399" E	54° 46' 52.727" N
9_28	769179.70	429889.43	17° 54' 34.398" E	54° 46' 52.724" N
9_29	769179.60	429889.43	17° 54' 34.398" E	54° 46' 52.72" N
9_30	769179.51	429889.42	17° 54' 34.398" E	54° 46' 52.717" N
9_31	769179.41	429889.42	17° 54' 34.398" E	54° 46' 52.714" N
9_32	769179.31	429889.42	17° 54' 34.398" E	54° 46' 52.711" N
9_33	769179.21	429889.43	17° 54' 34.399" E	54° 46' 52.708" N
9_34	769179.11	429889.44	17° 54' 34.399" E	54° 46' 52.704" N
9_35	769179.01	429889.45	17° 54' 34.4" E	54° 46' 52.701" N
9_36	769178.91	429889.47	17° 54' 34.401" E	54° 46' 52.698" N
9_37	769178.81	429889.49	17° 54' 34.402" E	54° 46' 52.695" N
9_38	769178.72	429889.51	17° 54' 34.404" E	54° 46' 52.692" N
9_39	769178.62	429889.53	17° 54' 34.405" E	54° 46' 52.689" N
9_40	769178.53	429889.56	17° 54' 34.407" E	54° 46' 52.686" N
9_41	769178.43	429889.59	17° 54' 34.409" E	54° 46' 52.683" N
9_42	769178.34	429889.63	17° 54' 34.411" E	54° 46' 52.68" N
9_43	769107.64	429917.46	17° 54' 36.03" E	54° 46' 50.406" N
9_44	768975.34	429969.55	17° 54' 39.061" E	54° 46' 46.151" N
9_45	768828.50	430027.36	17° 54' 42.425" E	54° 46' 41.429" N
9_46	768828.40	430027.40	17° 54' 42.427" E	54° 46' 41.426" N
9_47	768828.31	430027.45	17° 54' 42.43" E	54° 46' 41.423" N
9_48	768828.21	430027.49	17° 54' 42.432" E	54° 46' 41.42" N
9_49	768828.12	430027.54	17° 54' 42.435" E	54° 46' 41.417" N
9_50	768828.03	430027.60	17° 54' 42.438" E	54° 46' 41.414" N
9_51	768827.94	430027.65	17° 54' 42.442" E	54° 46' 41.411" N
9_52	768827.85	430027.71	17° 54' 42.445" E	54° 46' 41.409" N
9_53	768827.77	430027.77	17° 54' 42.449" E	54° 46' 41.406" N
9_54	768827.69	430027.84	17° 54' 42.452" E	54° 46' 41.403" N
9_55	768827.61	430027.91	17° 54' 42.456" E	54° 46' 41.401" N
9_56	768827.53	430027.98	17° 54' 42.46" E	54° 46' 41.398" N
9_57	768827.46	430028.05	17° 54' 42.464" E	54° 46' 41.396" N
9_58	768827.38	430028.13	17° 54' 42.469" E	54° 46' 41.394" N
9_59	768827.31	430028.21	17° 54' 42.473" E	54° 46' 41.391" N
9_60	768827.25	430028.29	17° 54' 42.478" E	54° 46' 41.389" N
9_61	768827.18	430028.37	17° 54' 42.483" E	54° 46' 41.387" N
9_62	768827.12	430028.46	17° 54' 42.487" E	54° 46' 41.385" N
9_63	768827.07	430028.54	17° 54' 42.492" E	54° 46' 41.384" N

9_64	768827.01	430028.63	17° 54' 42.497" E	54° 46' 41.382" N
9_65	768826.96	430028.73	17° 54' 42.503" E	54° 46' 41.38" N
9_66	768826.91	430028.82	17° 54' 42.508" E	54° 46' 41.379" N
9_67	768826.87	430028.91	17° 54' 42.513" E	54° 46' 41.377" N
9_68	768826.82	430029.01	17° 54' 42.519" E	54° 46' 41.376" N
9_69	768826.79	430029.11	17° 54' 42.524" E	54° 46' 41.375" N
9_70	768826.75	430029.21	17° 54' 42.53" E	54° 46' 41.374" N
9_71	768826.72	430029.31	17° 54' 42.535" E	54° 46' 41.373" N
9_72	768826.69	430029.41	17° 54' 42.541" E	54° 46' 41.372" N
9_73	768826.67	430029.51	17° 54' 42.547" E	54° 46' 41.371" N
9_74	768826.65	430029.61	17° 54' 42.552" E	54° 46' 41.371" N
9_75	768826.63	430029.72	17° 54' 42.558" E	54° 46' 41.37" N
9_76	768826.62	430029.82	17° 54' 42.564" E	54° 46' 41.37" N
9_77	768825.73	430037.78	17° 54' 43.01" E	54° 46' 41.345" N
9_78	768818.53	430100.70	17° 54' 46.539" E	54° 46' 41.144" N
9_79	768818.00	430104.41	17° 54' 46.747" E	54° 46' 41.128" N
9_80	768817.34	430108.10	17° 54' 46.954" E	54° 46' 41.109" N
9_81	768816.56	430111.76	17° 54' 47.159" E	54° 46' 41.085" N
9_82	768777.99	430268.45	17° 54' 55.964" E	54° 46' 39.916" N
9_83	768767.63	430311.06	17° 54' 58.358" E	54° 46' 39.602" N
9_84	768738.28	430580.91	17° 55' 13.488" E	54° 46' 38.787" N
9_85	768679.61	430572.17	17° 55' 13.05" E	54° 46' 36.884" N
9_86	768677.81	430571.77	17° 55' 13.029" E	54° 46' 36.826" N
9_87	768673.01	430570.70	17° 55' 12.973" E	54° 46' 36.67" N
9_88	768633.74	430561.89	17° 55' 12.514" E	54° 46' 35.395" N
9_89	768607.10	430555.93	17° 55' 12.203" E	54° 46' 34.53" N
9_90	768542.87	430539.78	17° 55' 11.354" E	54° 46' 32.444" N
9_91	768540.98	430539.25	17° 55' 11.326" E	54° 46' 32.382" N
9_92	768539.08	430538.78	17° 55' 11.302" E	54° 46' 32.321" N
9_93	768537.16	430538.39	17° 55' 11.281" E	54° 46' 32.258" N
9_94	768535.23	430538.06	17° 55' 11.265" E	54° 46' 32.196" N
9_95	768533.29	430537.80	17° 55' 11.252" E	54° 46' 32.133" N
9_96	768531.34	430537.60	17° 55' 11.242" E	54° 46' 32.07" N
9_97	768529.39	430537.48	17° 55' 11.237" E	54° 46' 32.006" N
9_98	768527.43	430537.42	17° 55' 11.236" E	54° 46' 31.943" N
9_99	768525.47	430537.43	17° 55' 11.238" E	54° 46' 31.88" N
9_100	768523.52	430537.51	17° 55' 11.244" E	54° 46' 31.817" N
9_101	768521.57	430537.66	17° 55' 11.254" E	54° 46' 31.753" N
9_102	768519.62	430537.88	17° 55' 11.268" E	54° 46' 31.691" N
9_103	768517.68	430538.16	17° 55' 11.285" E	54° 46' 31.628" N
9_104	768515.76	430538.51	17° 55' 11.307" E	54° 46' 31.566" N
9_105	768513.84	430538.93	17° 55' 11.332" E	54° 46' 31.504" N
9_106	768511.95	430539.42	17° 55' 11.361" E	54° 46' 31.443" N
9_107	768502.48	430542.07	17° 55' 11.517" E	54° 46' 31.138" N
9_108	768499.71	430542.61	17° 55' 11.55" E	54° 46' 31.049" N
9_109	768496.93	430543.06	17° 55' 11.577" E	54° 46' 30.959" N
9_110	768494.13	430543.41	17° 55' 11.6" E	54° 46' 30.869" N

9_111	768491.32	430543.66	17° 55' 11.616" E	54° 46' 30.778" N
9_112	768488.51	430543.82	17° 55' 11.627" E	54° 46' 30.687" N
9_113	768485.69	430543.88	17° 55' 11.633" E	54° 46' 30.596" N
9_114	768482.87	430543.84	17° 55' 11.634" E	54° 46' 30.505" N
9_115	768480.05	430543.71	17° 55' 11.628" E	54° 46' 30.413" N
9_116	768477.24	430543.48	17° 55' 11.618" E	54° 46' 30.322" N
9_117	768474.44	430543.15	17° 55' 11.602" E	54° 46' 30.232" N
9_118	768471.66	430542.73	17° 55' 11.581" E	54° 46' 30.141" N
9_119	768468.89	430542.21	17° 55' 11.554" E	54° 46' 30.051" N
9_120	768466.13	430541.59	17° 55' 11.522" E	54° 46' 29.962" N
9_121	768463.40	430540.88	17° 55' 11.485" E	54° 46' 29.873" N
9_122	768460.70	430540.08	17° 55' 11.442" E	54° 46' 29.785" N
9_123	768458.03	430539.19	17° 55' 11.394" E	54° 46' 29.698" N
9_124	768392.97	430518.99	17° 55' 10.32" E	54° 46' 27.583" N
9_125	768391.43	430518.55	17° 55' 10.296" E	54° 46' 27.533" N
9_126	768389.87	430518.16	17° 55' 10.276" E	54° 46' 27.483" N
9_127	768388.31	430517.82	17° 55' 10.258" E	54° 46' 27.432" N
9_128	768386.73	430517.53	17° 55' 10.244" E	54° 46' 27.381" N
9_129	768385.14	430517.31	17° 55' 10.232" E	54° 46' 27.329" N
9_130	768383.55	430517.13	17° 55' 10.224" E	54° 46' 27.278" N
9_131	768337.99	430513.13	17° 55' 10.039" E	54° 46' 25.801" N
9_132	768337.83	430513.12	17° 55' 10.039" E	54° 46' 25.796" N
9_133	768337.66	430513.11	17° 55' 10.039" E	54° 46' 25.791" N
9_134	768337.49	430513.11	17° 55' 10.039" E	54° 46' 25.785" N
9_135	768337.32	430513.11	17° 55' 10.039" E	54° 46' 25.78" N
9_136	768337.16	430513.12	17° 55' 10.04" E	54° 46' 25.774" N
9_137	768336.99	430513.14	17° 55' 10.041" E	54° 46' 25.769" N
9_138	768242.36	430524.32	17° 55' 10.748" E	54° 46' 22.713" N
9_139	768268.73	430697.87	17° 55' 20.439" E	54° 46' 23.652" N
9_140	768301.89	430923.51	17° 55' 33.039" E	54° 46' 24.837" N
9_141	768182.49	430935.56	17° 55' 33.816" E	54° 46' 20.98" N
9_142	768183.20	430938.57	17° 55' 33.984" E	54° 46' 21.004" N
9_143	767968.85	430928.95	17° 55' 33.629" E	54° 46' 14.064" N
9_144	767951.79	430928.40	17° 55' 33.613" E	54° 46' 13.512" N
9_145	767951.07	430910.33	17° 55' 32.602" E	54° 46' 13.48" N
9_146	767946.98	430910.05	17° 55' 32.591" E	54° 46' 13.347" N
9_147	767946.99	430908.63	17° 55' 32.511" E	54° 46' 13.347" N
9_148	767947.95	430806.24	17° 55' 26.78" E	54° 46' 13.327" N
9_149	767948.82	430771.66	17° 55' 24.844" E	54° 46' 13.338" N
9_150	767946.65	430735.83	17° 55' 22.84" E	54° 46' 13.25" N
9_151	767941.25	430694.28	17° 55' 20.52" E	54° 46' 13.054" N
9_152	767933.56	430659.70	17° 55' 18.591" E	54° 46' 12.789" N
9_153	767922.56	430620.97	17° 55' 16.433" E	54° 46' 12.413" N
9_154	767911.16	430589.57	17° 55' 14.685" E	54° 46' 12.029" N
9_155	767895.73	430557.08	17° 55' 12.88" E	54° 46' 11.514" N
9_156	767897.74	430555.98	17° 55' 12.817" E	54° 46' 11.578" N
9_157	767896.83	430550.30	17° 55' 12.5" E	54° 46' 11.546" N

9_158	767891.74	430550.22	17° 55' 12.5" E	54° 46' 11.381" N
9_159	767876.90	430519.58	17° 55' 10.798" E	54° 46' 10.885" N
9_160	767872.88	430512.68	17° 55' 10.415" E	54° 46' 10.752" N
9_161	767862.07	430494.16	17° 55' 9.388" E	54° 46' 10.393" N
9_162	767867.85	430492.79	17° 55' 9.306" E	54° 46' 10.579" N
9_163	767869.24	430491.22	17° 55' 9.217" E	54° 46' 10.623" N
9_164	767916.79	430492.87	17° 55' 9.269" E	54° 46' 12.163" N
9_165	767947.70	430493.95	17° 55' 9.302" E	54° 46' 13.164" N
9_166	768100.03	430493.53	17° 55' 9.148" E	54° 46' 18.092" N
9_167	768070.73	430423.42	17° 55' 5.249" E	54° 46' 17.109" N
9_168	768370.49	430288.16	17° 54' 57.42" E	54° 46' 26.741" N
9_169	768378.72	430284.30	17° 54' 57.196" E	54° 46' 27.005" N
9_170	768413.94	430368.66	17° 55' 1.888" E	54° 46' 28.187" N
9_171	768428.80	430404.25	17° 55' 3.867" E	54° 46' 28.685" N
9_172	768433.66	430415.89	17° 55' 4.514" E	54° 46' 28.849" N
9_173	768434.92	430415.31	17° 55' 4.481" E	54° 46' 28.889" N
9_174	768711.67	430291.44	17° 54' 57.308" E	54° 46' 37.782" N
9_175	768710.89	430298.19	17° 54' 57.687" E	54° 46' 37.76" N
9_176	768722.59	430300.89	17° 54' 57.828" E	54° 46' 38.14" N
9_177	768728.89	430258.93	17° 54' 55.473" E	54° 46' 38.323" N
9_178	768767.77	430100.85	17° 54' 46.591" E	54° 46' 39.501" N
9_179	768767.95	430100.11	17° 54' 46.55" E	54° 46' 39.507" N
9_180	768768.13	430099.37	17° 54' 46.508" E	54° 46' 39.512" N
9_181	768768.29	430098.62	17° 54' 46.466" E	54° 46' 39.517" N
9_182	768768.43	430097.87	17° 54' 46.424" E	54° 46' 39.521" N
9_183	768768.57	430097.12	17° 54' 46.381" E	54° 46' 39.525" N
9_184	768768.69	430096.36	17° 54' 46.339" E	54° 46' 39.529" N
9_185	768768.79	430095.61	17° 54' 46.297" E	54° 46' 39.532" N
9_186	768768.89	430094.85	17° 54' 46.254" E	54° 46' 39.535" N
9_187	768772.16	430066.89	17° 54' 44.687" E	54° 46' 39.626" N
9_188	768777.81	430016.52	17° 54' 41.862" E	54° 46' 39.784" N
9_189	768777.89	430015.84	17° 54' 41.824" E	54° 46' 39.786" N
9_190	768777.98	430015.16	17° 54' 41.786" E	54° 46' 39.789" N
9_191	768778.08	430014.48	17° 54' 41.748" E	54° 46' 39.792" N
9_192	768778.19	430013.81	17° 54' 41.71" E	54° 46' 39.795" N
9_193	768778.32	430013.14	17° 54' 41.672" E	54° 46' 39.799" N
9_194	768778.46	430012.47	17° 54' 41.635" E	54° 46' 39.803" N
9_195	768778.61	430011.80	17° 54' 41.597" E	54° 46' 39.807" N
9_196	768778.77	430011.13	17° 54' 41.56" E	54° 46' 39.812" N
9_197	768778.94	430010.47	17° 54' 41.522" E	54° 46' 39.817" N
9_198	768779.13	430009.81	17° 54' 41.485" E	54° 46' 39.823" N
9_199	768779.32	430009.16	17° 54' 41.449" E	54° 46' 39.829" N
9_200	768779.53	430008.50	17° 54' 41.412" E	54° 46' 39.835" N
9_201	768779.75	430007.86	17° 54' 41.375" E	54° 46' 39.842" N
9_202	768779.98	430007.21	17° 54' 41.339" E	54° 46' 39.849" N
9_203	768780.22	430006.57	17° 54' 41.303" E	54° 46' 39.857" N
9_204	768780.47	430005.93	17° 54' 41.267" E	54° 46' 39.864" N

9_205	768780.73	430005.30	17° 54' 41.232" E	54° 46' 39.873" N
9_206	768781.00	430004.67	17° 54' 41.196" E	54° 46' 39.881" N
9_207	768781.29	430004.05	17° 54' 41.161" E	54° 46' 39.89" N
9_208	768781.58	430003.43	17° 54' 41.126" E	54° 46' 39.899" N
9_209	768781.89	430002.82	17° 54' 41.092" E	54° 46' 39.909" N
9_210	768782.20	430002.21	17° 54' 41.057" E	54° 46' 39.919" N
9_211	768782.53	430001.61	17° 54' 41.024" E	54° 46' 39.929" N
9_212	768782.86	430001.02	17° 54' 40.99" E	54° 46' 39.94" N
9_213	768783.21	430000.43	17° 54' 40.957" E	54° 46' 39.95" N
9_214	768783.57	429999.84	17° 54' 40.924" E	54° 46' 39.962" N
9_215	768783.93	429999.27	17° 54' 40.891" E	54° 46' 39.973" N
9_216	768784.31	429998.70	17° 54' 40.859" E	54° 46' 39.985" N
9_217	768784.70	429998.13	17° 54' 40.827" E	54° 46' 39.997" N
9_218	768785.09	429997.57	17° 54' 40.795" E	54° 46' 40.01" N
9_219	768785.50	429997.02	17° 54' 40.764" E	54° 46' 40.023" N
9_220	768785.91	429996.48	17° 54' 40.733" E	54° 46' 40.036" N
9_221	768786.34	429995.94	17° 54' 40.703" E	54° 46' 40.049" N
9_222	768786.77	429995.41	17° 54' 40.673" E	54° 46' 40.063" N
9_223	768787.21	429994.89	17° 54' 40.643" E	54° 46' 40.077" N
9_224	768787.67	429994.38	17° 54' 40.614" E	54° 46' 40.092" N
9_225	768788.13	429993.87	17° 54' 40.585" E	54° 46' 40.106" N
9_226	768788.60	429993.37	17° 54' 40.557" E	54° 46' 40.121" N
9_227	768789.07	429992.88	17° 54' 40.529" E	54° 46' 40.136" N
9_228	768789.56	429992.40	17° 54' 40.502" E	54° 46' 40.152" N
9_229	768790.05	429991.93	17° 54' 40.475" E	54° 46' 40.168" N
9_230	768790.56	429991.46	17° 54' 40.448" E	54° 46' 40.184" N
9_231	768791.07	429991.01	17° 54' 40.422" E	54° 46' 40.2" N
9_232	768791.58	429990.56	17° 54' 40.397" E	54° 46' 40.216" N
9_233	768792.11	429990.12	17° 54' 40.372" E	54° 46' 40.233" N
9_234	768792.64	429989.69	17° 54' 40.348" E	54° 46' 40.25" N
9_235	768793.18	429989.28	17° 54' 40.324" E	54° 46' 40.268" N
9_236	768793.73	429988.87	17° 54' 40.3" E	54° 46' 40.285" N
9_237	768794.29	429988.46	17° 54' 40.277" E	54° 46' 40.303" N
9_238	768794.85	429988.07	17° 54' 40.255" E	54° 46' 40.321" N
9_239	768795.42	429987.69	17° 54' 40.233" E	54° 46' 40.339" N
9_240	768795.99	429987.32	17° 54' 40.212" E	54° 46' 40.357" N
9_241	768796.57	429986.96	17° 54' 40.191" E	54° 46' 40.376" N
9_242	768797.16	429986.61	17° 54' 40.171" E	54° 46' 40.395" N
9_243	768797.75	429986.27	17° 54' 40.151" E	54° 46' 40.414" N
9_244	768798.35	429985.94	17° 54' 40.132" E	54° 46' 40.433" N
9_245	768798.96	429985.62	17° 54' 40.114" E	54° 46' 40.453" N
9_246	768799.57	429985.31	17° 54' 40.096" E	54° 46' 40.472" N
9_247	768800.18	429985.01	17° 54' 40.079" E	54° 46' 40.492" N
9_248	768800.80	429984.72	17° 54' 40.062" E	54° 46' 40.512" N
9_249	768801.43	429984.44	17° 54' 40.046" E	54° 46' 40.532" N
9_250	768802.06	429984.17	17° 54' 40.03" E	54° 46' 40.552" N
9_251	768802.69	429983.92	17° 54' 40.016" E	54° 46' 40.573" N

9_252	768883.21	429952.10	17° 54' 38.165" E	54° 46' 43.162" N
9_253	768956.53	429923.24	17° 54' 36.485" E	54° 46' 45.52" N
9_254	769089.62	429870.84	17° 54' 33.436" E	54° 46' 49.799" N
9_255	769162.25	429842.25	17° 54' 31.772" E	54° 46' 52.135" N
9_256	769162.95	429841.98	17° 54' 31.757" E	54° 46' 52.158" N
9_257	769163.66	429841.72	17° 54' 31.742" E	54° 46' 52.181" N
9_258	769164.37	429841.48	17° 54' 31.727" E	54° 46' 52.203" N
9_259	769165.09	429841.24	17° 54' 31.714" E	54° 46' 52.227" N
9_260	769165.81	429841.02	17° 54' 31.701" E	54° 46' 52.25" N
9_261	769166.53	429840.82	17° 54' 31.688" E	54° 46' 52.273" N
9_262	769167.26	429840.62	17° 54' 31.677" E	54° 46' 52.297" N
9_263	769167.99	429840.44	17° 54' 31.666" E	54° 46' 52.32" N
9_264	769168.73	429840.27	17° 54' 31.656" E	54° 46' 52.344" N
9_265	769169.47	429840.11	17° 54' 31.646" E	54° 46' 52.368" N
9_266	769170.01	429840.00	17° 54' 31.64" E	54° 46' 52.385" N
9_267	769170.20	429839.97	17° 54' 31.638" E	54° 46' 52.391" N
9_268	769170.95	429839.83	17° 54' 31.63" E	54° 46' 52.415" N
9_269	769171.69	429839.71	17° 54' 31.622" E	54° 46' 52.439" N
9_270	769172.44	429839.61	17° 54' 31.616" E	54° 46' 52.464" N
9_271	769173.19	429839.51	17° 54' 31.61" E	54° 46' 52.488" N
9_272	769173.93	429839.43	17° 54' 31.604" E	54° 46' 52.512" N
9_273	769174.69	429839.36	17° 54' 31.6" E	54° 46' 52.536" N
9_274	769175.44	429839.31	17° 54' 31.596" E	54° 46' 52.56" N
9_275	769176.19	429839.27	17° 54' 31.593" E	54° 46' 52.585" N
9_276	769176.94	429839.24	17° 54' 31.591" E	54° 46' 52.609" N
9_277	769177.70	429839.22	17° 54' 31.589" E	54° 46' 52.633" N
9_278	769178.45	429839.22	17° 54' 31.588" E	54° 46' 52.658" N
9_279	769179.20	429839.23	17° 54' 31.588" E	54° 46' 52.682" N
9_280	769179.96	429839.25	17° 54' 31.589" E	54° 46' 52.707" N
9_281	769180.71	429839.28	17° 54' 31.59" E	54° 46' 52.731" N
9_282	769181.46	429839.33	17° 54' 31.592" E	54° 46' 52.755" N
9_283	769182.21	429839.39	17° 54' 31.595" E	54° 46' 52.78" N
9_284	769182.96	429839.46	17° 54' 31.598" E	54° 46' 52.804" N
9_285	769183.71	429839.55	17° 54' 31.603" E	54° 46' 52.828" N
9_286	769188.82	429840.50	17° 54' 31.651" E	54° 46' 52.994" N
9_287	769233.05	429848.73	17° 54' 32.074" E	54° 46' 54.429" N
9_288	769501.71	429898.75	17° 54' 34.64" E	54° 47' 3.147" N
9_289	769511.65	429900.26	17° 54' 34.716" E	54° 47' 3.47" N
9_290	769521.67	429901.09	17° 54' 34.753" E	54° 47' 3.794" N
9_291	769531.72	429901.24	17° 54' 34.753" E	54° 47' 4.12" N
9_292	769541.76	429900.70	17° 54' 34.714" E	54° 47' 4.444" N
9_293	769551.74	429899.48	17° 54' 34.637" E	54° 47' 4.766" N
9_294	769561.61	429897.59	17° 54' 34.523" E	54° 47' 5.085" N
9_295	769571.33	429895.03	17° 54' 34.371" E	54° 47' 5.398" N
9_296	769580.85	429891.81	17° 54' 34.182" E	54° 47' 5.705" N
9_297	769590.14	429887.95	17° 54' 33.958" E	54° 47' 6.003" N
9_298	771305.61	429106.94	17° 53' 48.722" E	54° 48' 1.114" N

ONSHORE SUBSTATION CONSTRUCTION AREA				
1	768237.21	430493.16	17° 55' 9.008" E	54° 46' 22.53" N
2	768268.86	430705.54	17° 55' 20.862" E	54° 46' 23.674" N
3	768128.65	430726.45	17° 55' 22.159" E	54° 46' 19.135" N
4	768095.68	430668.62	17° 55' 18.951" E	54° 46' 18.036" N
5	768094.37	430659.82	17° 55' 18.238" E	54° 46' 17.971" N
6	768086.44	430661.01	17° 55' 18.321" E	54° 46' 17.680" N
7	768080.94	430624.06	17° 55' 16.146" E	54° 46' 17.475" N
8	768088.92	430622.88	17° 55' 16.064" E	54° 46' 17.767" N
9	768072.59	430512.78	17° 55' 10.249" E	54° 46' 17.212" N
10	768079.79	430510.36	17° 55' 10.106" E	54° 46' 17.446" N
11	768088.87	430506.15	17° 55' 9.864" E	54° 46' 17.738" N
12	768134.99	430499.28	17° 55' 9.439" E	54° 46' 19.225" N
13	768138.41	430499.06	17° 55' 9.422" E	54° 46' 19.336" N
14	768138.37	430494.72	17° 55' 9.109" E	54° 46' 19.332" N
15	768144.96	430494.61	17° 55' 9.101" E	54° 46' 19.545" N
16	768145.01	430498.67	17° 55' 9.397" E	54° 46' 19.549" N
FIBRE OPTIC CABLE TO PS CHOCZEWO CONSTRUCTION AREA				
1	768337,22	430328,65	54° 46' 25,684" N	17° 54' 59,715" E
2	768306,47	430341,31	54° 46' 24,696" N	17° 55' 00,450" E
3	768308,50	430346,15	54° 46' 24,764" N	17° 55' 00,719" E
4	768175,98	430401,76	54° 46' 20,504" N	17° 55' 03,946" E
5	768043,21	430083,84	54° 46' 16,049" N	17° 54' 46,268" E
6	768027,07	430090,59	54° 46' 15,530" N	17° 54' 46,659" E
7	768021,52	430077,32	54° 46' 15,344" N	17° 54' 45,922" E
8	767985,32	430092,38	54° 46' 14,180" N	17° 54' 46,796" E
9	768332,76	430316,28	54° 46' 25,534" N	17° 54' 59,026" E
10	768332,04	430314,58	54° 46' 25,510" N	17° 54' 58,932" E
11	768300,76	430327,66	54° 46' 24,504" N	17° 54' 59,691" E
12	768173,40	430023,09	54° 46' 20,231" N	17° 54' 42,754" E
13	768148,72	429963,81	54° 46' 19,402" N	17° 54' 39,459" E
14	768017,25	430018,21	54° 46' 15,176" N	17° 54' 42,617" E
15	768011,89	430004,87	54° 46' 14,996" N	17° 54' 41,875" E
16	767937,40	430037,06	54° 46' 12,602" N	17° 54' 43,741" E
17	767945,61	430056,09	54° 46' 12,877" N	17° 54' 44,799" E
18	767949,54	430054,50	54° 46' 13,003" N	17° 54' 44,707" E
ACCESS ROUTE SOUTH CONSTRUCTION AREA				
1_1	766686.60	430837.29	17° 55' 29.599" E	54° 45' 32.53" N
1_2	767330.69	430873.89	17° 55' 31.095" E	54° 45' 53.388" N
1_3	767784.33	430903.47	17° 55' 32.362" E	54° 46' 8.081" N
1_4	767924.08	430908.52	17° 55' 32.524" E	54° 46' 12.605" N
1_5	767936.08	430909.18	17° 55' 32.551" E	54° 46' 12.994" N
1_6	767936.09	430908.30	17° 55' 32.502" E	54° 46' 12.994" N
1_7	767937.80	430908.27	17° 55' 32.499" E	54° 46' 13.049" N
1_8	767946.99	430908.63	17° 55' 32.511" E	54° 46' 13.347" N
1_9	767946.98	430910.05	17° 55' 32.591" E	54° 46' 13.347" N
1_10	767951.07	430910.33	17° 55' 32.602" E	54° 46' 13.48" N

1_11	767951.79	430928.40	17° 55' 33.613" E	54° 46' 13.512" N
1_12	767951.79	430928.43	17° 55' 33.615" E	54° 46' 13.512" N
1_13	767936.94	430932.88	17° 55' 33.877" E	54° 46' 13.034" N
1_14	767922.89	430928.58	17° 55' 33.648" E	54° 46' 12.577" N
1_15	767758.05	430921.50	17° 55' 33.393" E	54° 46' 7.24" N
1_16	767307.50	430897.61	17° 55' 32.442" E	54° 45' 52.65" N
1_17	767076.56	430885.56	17° 55' 31.966" E	54° 45' 45.171" N
1_18	766670.76	430855.10	17° 55' 30.609" E	54° 45' 32.026" N
1_19	766670.76	430855.10	17° 55' 30.609" E	54° 45' 32.026" N
1_20	766666.36	430856.13	17° 55' 30.671" E	54° 45' 31.884" N
1_21	766685.43	430835.32	17° 55' 29.49" E	54° 45' 32.491" N
1_22	766686.60	430837.29	17° 55' 29.599" E	54° 45' 32.53" N
ACCESS ROUTE WEST CONSTRUCTION AREA				
1_1	767998.06	429372.69	17° 54' 6.507" E	54° 46' 14.229" N
1_2	768018.05	429420.57	17° 54' 9.169" E	54° 46' 14.9" N
1_3	768023.95	429434.69	17° 54' 9.954" E	54° 46' 15.099" N
1_4	768062.43	429526.86	17° 54' 15.079" E	54° 46' 16.39" N
1_5	768077.99	429564.12	17° 54' 17.151" E	54° 46' 16.912" N
1_6	768100.98	429619.15	17° 54' 20.21" E	54° 46' 17.684" N
1_7	768139.47	429711.36	17° 54' 25.337" E	54° 46' 18.976" N
1_8	768162.37	429766.20	17° 54' 28.387" E	54° 46' 19.745" N
1_9	768177.99	429803.59	17° 54' 30.466" E	54° 46' 20.269" N
1_10	768216.50	429895.81	17° 54' 35.594" E	54° 46' 21.561" N
1_11	768255.00	429988.03	17° 54' 40.722" E	54° 46' 22.853" N
1_12	768293.52	430080.26	17° 54' 45.85" E	54° 46' 24.146" N
1_13	768332.03	430172.49	17° 54' 50.979" E	54° 46' 25.438" N
1_14	768349.35	430213.98	17° 54' 53.286" E	54° 46' 26.02" N
1_15	768370.54	430264.71	17° 54' 56.107" E	54° 46' 26.731" N
1_16	768378.72	430284.30	17° 54' 57.196" E	54° 46' 27.005" N
1_17	768370.49	430288.16	17° 54' 57.42" E	54° 46' 26.741" N
1_18	768340.98	430218.10	17° 54' 53.524" E	54° 46' 25.751" N
1_19	768342.62	430217.34	17° 54' 53.48" E	54° 46' 25.804" N
1_20	768090.67	429614.39	17° 54' 19.953" E	54° 46' 17.348" N
1_21	767964.52	429320.55	17° 54' 3.618" E	54° 46' 13.118" N
1_22	767964.28	429320.54	17° 54' 3.618" E	54° 46' 13.11" N
1_23	767960.95	429320.49	17° 54' 3.618" E	54° 46' 13.002" N
1_24	767968.84	429303.09	17° 54' 2.637" E	54° 46' 13.249" N
1_25	767969.42	429304.65	17° 54' 2.724" E	54° 46' 13.268" N
1_26	767969.53	429304.37	17° 54' 2.708" E	54° 46' 13.272" N
1_27	767978.28	429325.31	17° 54' 3.873" E	54° 46' 13.565" N
1_28	767998.06	429372.69	17° 54' 6.507" E	54° 46' 14.229" N

z up. Regionalnego Dyrektora Ochrony Środowiska
w Gdańsku
Agnieszka Moszyńska
p.o. Naczelnika
Wydziału Ocen Oddziaływania na Środowisko

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