

PORT ENVIRONMENTAL REVIEW SYSTEM (PERS)

**Klaipėda State Seaport Authority
Environmental Report
March 2026**

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INTRODUCTION

The Klaipėda State Seaport Authority (hereafter – KSSA) aims to ensure that the operation and development related to the Klaipėda State Seaport (hereafter – port), which generate financial benefits for business and public entities, do not have a negative impact on society and the environment. The growing attention of international organisations and national authorities to environmental protection, the increasingly promoted shift towards climate and environmental neutrality and the growing expectations of the public encourage the port's activities and further development to be organised with a view to improving the state of the environment, the rational management of natural resources and the improvement of the living environment.

As one of the means to improve the environmental management of the port, the KSSA is implementing the Port Environmental Review System (hereafter – PERS), a system that is specific to the port sector and is a part of the European Seaports Organisation (hereafter – ESPO). PERS not only covers the core requirements of recognised environmental management standards (e.g. ISO 14001) but also addresses the specificities of ports.

PERS is based on ESPO's policy guidance, the scheme is specifically designed to assist port authorities to achieve regulatory compliance and sustainable development of port operations, protect the environment, improve public health and address climate issues, and ESPO has prepared guidelines for the implementation of the system.

The Environmental Report is an integral part of the PERS and it was developed by UAB Estonian, Latvian & Lithuanian Environment and SIA Estonian, Latvian & Lithuanian Environment working on the base of Joint Venture Contract No. 152-2528IS / 25JD38-1 for the client AB Klaipėda State Seaport Authority according to the contract No. 76-2025-266 providing environmental assessment and environmental management standard (PERS) implementation service for the Port of Klaipėda.

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1. PORT PROFILE

OVERVIEW

Klaipėda port is the main transport hub and the gate of Lithuania to the world. KSSA is delegated with task of management of port territory on both land and water and aims at permanently developing the port, maintaining its competitiveness and increasing cargo

handling volumes, ensuring the functions in accordance with the Law on Klaipėda State Seaport of the Republic of Lithuania. The KSSA aims to enhance business value and profitability, efficiently utilize port territory and infrastructure, and promote growth in the added value of the transport sector. It operates as a joint-stock company, all shares of which currently belong to the state of Lithuania.

The land on which the port is situated is owned by the state, highlighting the government's direct interest and control over the strategic asset. This state ownership ensures that the port remains a crucial part of the national economy and infrastructure.

The port, situated on the south-eastern coast of the Baltic Sea in the Klaipėda Strait, is a versatile deep-water port. Unlike ports further north, the Port of Klaipėda has the advantage of remaining ice-free even during the harshest winters, ensuring uninterrupted shipping and cargo operations. Covering an extensive area of 5.5 km² with an additional 8.85 km² of water area, it stands as a pivotal transport hub in the Republic of Lithuania (Figure 1).

Figure 1. Territorial boundaries of Klaipėda City and the port



The port is the place where sea, land, and rail routes from both the east and west meet, making it a vital lifeline for the nation's transportation needs. The port is an important element of the trans-European Transport Network (TEN-T Core), which is part of the North Sea-Baltic Core Network Corridor.

PORT CARGO OPERATIONS

The operations within the port are carried out by private companies. These private entities are responsible for managing various operations in the port. Within the port's extended territory a diverse range of storage facilities can be found, including covered warehouses, open storage sites, liquid storage tanks, refrigerated warehouses, and bulk storage areas. It is a vibrant centre of maritime activity, consisting of 14 major stevedoring cargo,

shipbuilding and ship repair companies, all equipped to cater to various maritime business needs (Figure 2). This port operating model, where state land is leased to private companies allows for specialisation and efficiency in different areas of port operations, promoting healthy competition and increasing the overall effectiveness of the port.

Figure 2. Onshore power supply (OPS) station for Ro-Ro ferries



The port has a thriving ship repair industry that plays a pivotal role in maintaining and enhancing the operational efficiency of maritime vessels. The port's strategic location as a gateway to the Baltic region positions it as a hub for ship maintenance and repair services. Ship repair facilities in the port offer a comprehensive range of services, from routine maintenance to extensive refurbishments. Vessels of varying sizes and types, including cargo ships, container vessels, and fishing boats, undergo thorough inspections, welding repairs, hull maintenance, and paintwork, ensuring compliance with international maritime standards. Moreover, the port offers ship building service and has attracted renowned shipbuilding companies, fostering innovation and collaboration within the maritime sector. The shipbuilding process involves precision engineering, meticulous planning, and adherence to international maritime standards. The seamless collaboration between ship repair and building experts, maritime engineers, and KSSA contributes to the reputation of the port as a reliable and efficient destination for the maritime industry, fostering economic growth and sustaining the port's vital role in the regional and global shipping network.

The port strategic geographical location, coupled with favourable hydrometeorological conditions, has allowed it to thrive as a port is capable of handling a wide range of cargo. Impressively, around 85-90 % of all cargo passing through the port originates from Lithuania.

Port is accommodating vessels of considerable size, with a maximum length of 400 m, a width of up to 59 m, and a maximum draught of 14.3 m. It is planned to increase the port's entrance depth from 15.5 m to 17 m, solidifying its status as a deep-water port. The port can accommodate dry cargo vessels of up to 200,000 DWT, tankers up to 170,000 DWT, and containerships with a capacity of 20,000 TEUs.

There are 33 terminals specializing in handling various cargo types – 14 universal cargo, 5 liquid and bulk fertilizer, 2 Ro-Ro, 3 grain and agro product, 2 oil, 2 containers, 1 frozen products, 1 LNG, 1 wood and timber, 1 food products, 1 cement. Four main cargo types account for approx. 70 % of all cargo handled in the port: these are containers, Ro-Ro, grain and oil products (Table 1).

Table 1. Detailed list of cargo types and it's volume in last 4 years

Cargo volume (mln. tonnes)	2022	2023	2024	2025
Liquid cargo total:	8,3	7,6	6,5	7,0
Oil products	4,8	4,4	3,6	3,7
Fertilizer	0,5	0,3	0,3	0,07
LNG	2,2	2,3	2,0	2,4
Vegetable fats and oils	0,4	0,2	0,3	0,4
Raw sugar (molasses)	0,1	0,0	0,03	0,02
Other liquid cargo	0,3	0,3	0,3	0,4
General cargo total:	17,9	15,9	18,3	21,4
Container	10,5	9,2	10,0	12,9
Ro-Ro	5,6	5,2	6,1	6,5
Iron and steel products	0,3	0,3	0,4	0,5
Fertilizer (packed)	0,3	0,2	0,2	0,2
Wood	0,4	0,5	0,7	0,6
Refrigerated cargo	0,2	0,2	0,2	0,1
Other general cargo	0,7	0,3	0,6	0,6
Bulk cargo total:	10,0	9,2	10,7	10,7
Fertilizer	2,7	1,1	1,2	1,5
Grains	3,2	4,1	4,2	3,9
Other agricultural products	1,3	1,3	1,1	1,0
Minerals and building materials	0,8	1,0	2,1	2,1
Scrap metal	1,4	1,2	1,4	1,2
Ores	0,1	0,0	4	0
Peat	0,2	0,2	0,2	0,2
Other bulk cargo	0,4	0,3	0,5	0,8
Total cargo	36,2	32,7	35,5	39,0

The port has trade relations for cargo with approx. 70 shipping partners-countries. In 2025 main shipping partners-countries for container shipping were:

- USA 19 %,
- China 18 %,
- UK 6 %,

- Netherlands 5 %,
- Portugal 4 %

Compared to the data of the year 2024 , container shipping is more or less spread across the same variety of countries.

PORT PASSENGER OPERATIONS

Beyond its impressive cargo handling capabilities, the port also serves as an international gateway (Table 2, 3). The port has 2 Ro-Ro ship terminals and 1 cruise ship terminal.

Table 2. Number of passengers in the last 4 years

	2022	2023	2024	2025
Cruise ships	46.9	42.2	64.3	76.6
Ro-Ro ships	227.2	253.3	236.2	246.0

Table 3. Number of vessels in the last 4 years

	2022	2023	2024	2025
Cruise ships	61	40	53	59
Ro-Ro ships	1166	1151	1124	1140

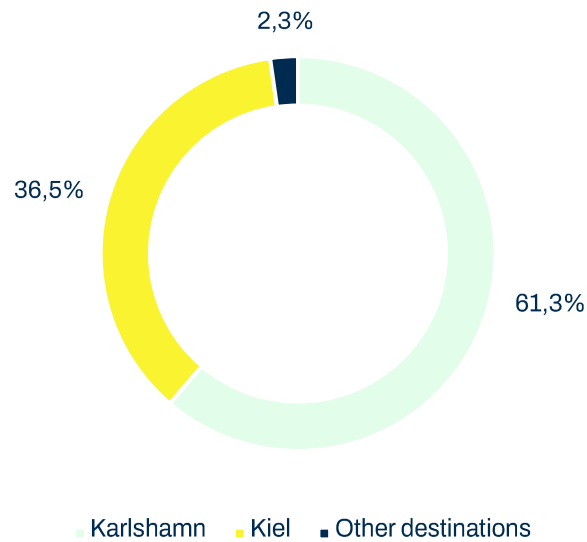
After the year 2020 and 2021, when shipping and travelling industry was massively affected by the Covid-19 pandemic worldwide, and the year 2022 after the start of the war against Ukraine, port has regained it's national and international presence, steadily and condifently increasing it's workload. In 2025 the port has faced the most succesful year, exceeding the pre-pandemic levels (Figure 3).

Figure 3. Container ship exiting Klaipėda port through the port gates



Local port ferries connect passengers to destinations such as the Curonian Spit (Lithuania), international ships with Kiel (Germany) and Karlshamn (Sweden) making it a pivotal link in regional transportation networks (Figure 4).

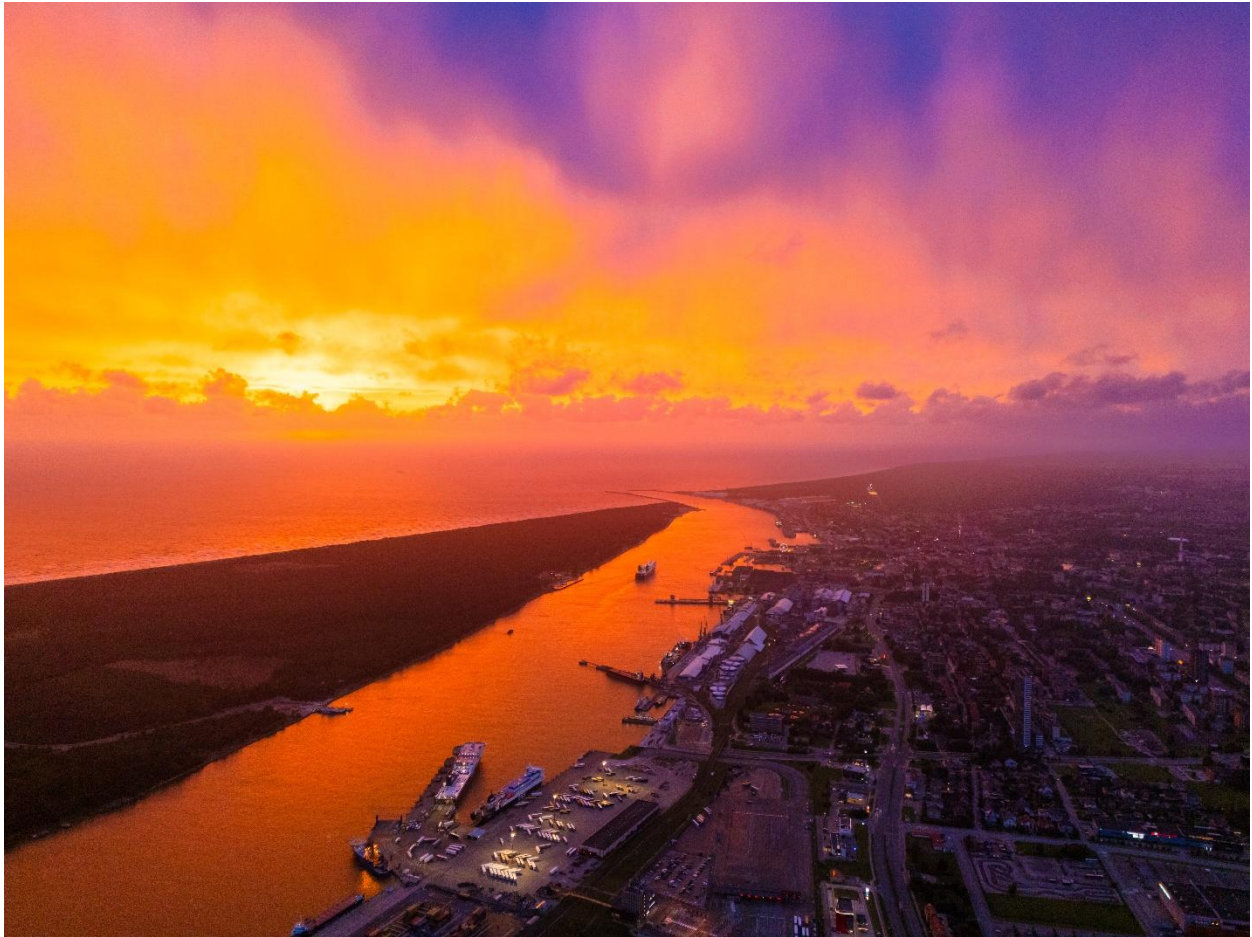
Figure 4. Passenger travelling distribution to the destinations abroad with Ro-Ro ships in 2025



PORT LOCATION

Short proximity to an urban area is advantageous for the efficient movement of goods and provides access to the skilled labor force and other essential amenities. However, it also presents challenges in terms of managing potential conflicts between industrial activities in the port and residential neighborhoods nearby. Balancing the economic benefits of a thriving port with the quality of life and environmental concerns of the local residents is a complex task KSSA encounters (Figure 5).

Figure 5. Klaipėda port blending in with the Klaipėda city

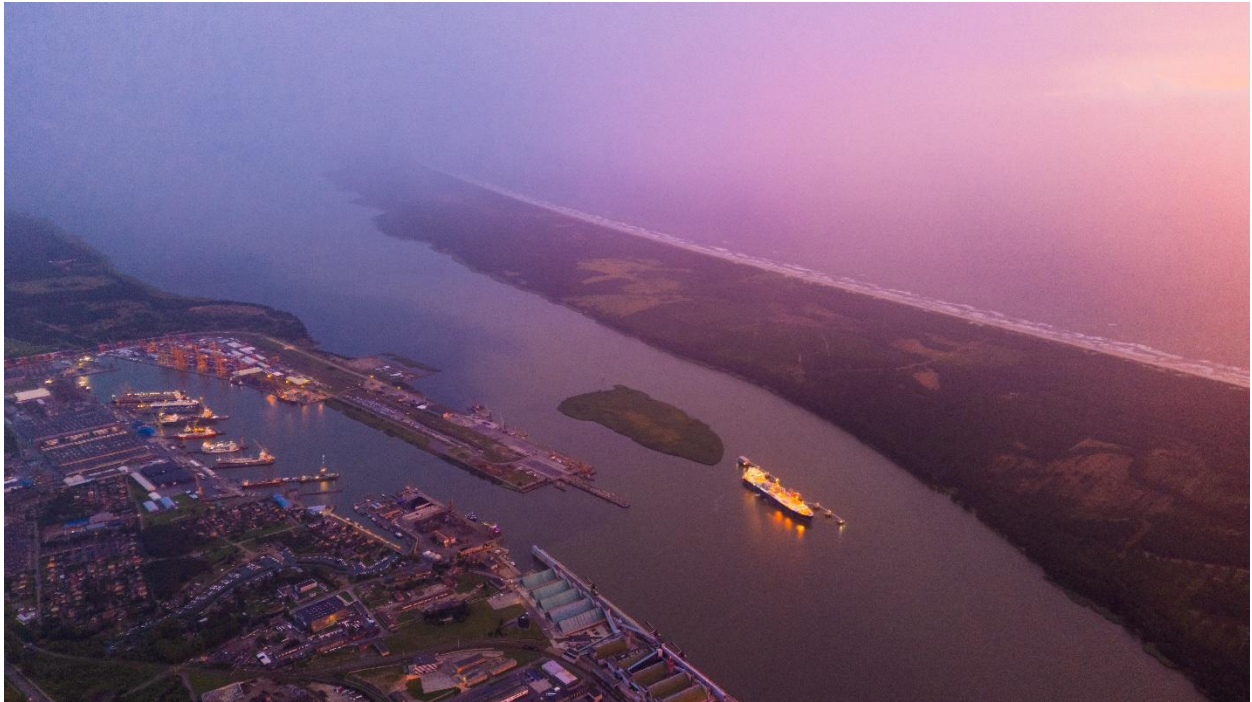


The peninsula separating the Curonian Lagoon from the open sea is part of the Curonian Spit National Park (Figure 6). This designation underlines the environmental importance of the area, as the National Park was established to preserve the most valuable Lithuanian seaside landscape complex in natural and cultural terms, which include unique dunes in Europe, as well as the values of ethno-cultural heritage. International importance of the protected area or part of it: protection of birds and habitats. The uniqueness of the port area and the importance of preserving and protecting the sensitive ecosystems of the region is underlined by the presence of several natural protected areas within the port area itself:

- The Smeltė Botanical Reserve was established to preserve the habitats of rare plant species. It is located on the Smeltė peninsula and extends along its eastern boundary. A nature reserve of national importance, established to preserve the habitats of rare plant species. The territory of the reserve is owned by the State and managed by the KSSA and State Service for Protected Areas under the Ministry of Environment of the Republic of Lithuania. The reserve protects rare plant species in an area of 3,64 hectares, where no economic activities are allowed;

- The Curonian Lagoon Biosphere Polygon, the purpose of which is to preserve the valuable aquatic ecosystem of the Curonian Lagoon.

Figure 6. Curonian Lagoon located alongside the Klaipėda port and Baltic Sea intercepted by the Curonian Spit (the peninsula)



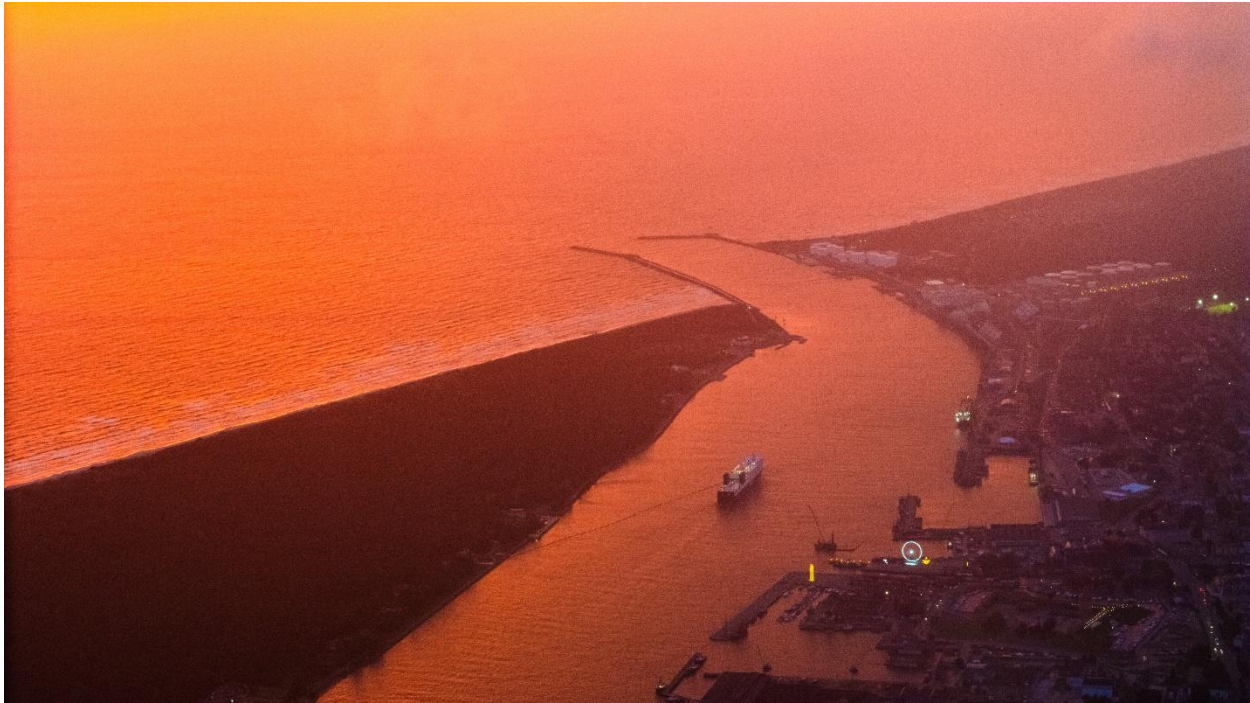
The strategic location of the port, surrounded by a national park, highlights the need to balance economic development with environmental preservation, while its proximity to residential areas presents urban planning challenges. This complex interplay of factors makes the port a significant and prominent in the region's and cities economic and environmental landscape.

PORT OBJECTIVES, VISION AND INTERNATIONAL PRESENCE

KSSA aims to continue effectively utilizing its available resources to implement measures in port operations planning, management, development, and financing. The 2025-2028 Strategic Action Plan highlights key indicators: port cargo volumes, revenue from other services, added value per employee, and CO₂ emissions reduction. It is planned that KSSA will reduce emissions from both direct and indirect operations by 5% in 2025, 50% in 2026, 55% in 2027, and 60% in 2028, compared to the 2023 baseline. Meanwhile, for the entire port, emissions are planned to be reduced compared to the 2022 baseline: 5% by 2025, 15% by 2026, 20% by 2027, 25% by 2028, and 50% by 2035. The port has a vision of becoming an industry and service oriented complex with high added value, providing all port services, developing maritime industry and renewable energy

developments and it would continue fulfilling its mission: connecting Lithuania to the world (Figure 7).

Figure 7. The port gates to Baltic Sea



The high-speed European railway line to Klaipėda should improve the transport and logistics connections in the Baltic region and Eastern Europe. It is foreseen that the introduction of the high-speed European gauge railway to Klaipėda will bring a substantial transformation in the Lithuanian transportation system. This railway is projected to establish a robust substitute for road transport and facilitate the expedited expansion of operations at the port. Furthermore, the inclusion of Klaipėda within the European network is of significant relevance for enhancing military mobility.

Its active participation in various international organisations, including the Baltic Ports Organisation (BPO) since 1995, the European Seaports Organisation (ESPO) since 2001, Cruise Europe (CE) since 2001, and Cruise Baltic since 2003, marks its commitment to global maritime collaboration.

Some of the companies in the port as well as KSSA are also ISO 14001 certified: UAB Baltic Premator Klaipėda, UAB Centrinis Klaipėdos terminalas, UAB Klaipėdos jūrų krovinių kompanija Bega, AB Klaipėdos jūrų krovinių kompanija Klasco, UAB Klaipėdos konteinerių terminalas, UAB Klaipėdos laivų remontas, LKAB Klaipėdos Smeltė, AB KN Energies, UAB Krovinių terminalas, UAB Malkų įlankos terminalas, UAB Marine Technology, AB Smiltynės perkėla, UAB Vakarų Baltijos laivų statykla, UAB Vakarų krova, AB Vakarų laivų gamykla, UAB Vakarų laivų remontas, UAB Vakarų metalgama.

2. ENVIRONMENTAL POLICY

Policy statement

Klaipėda State Seaport Authority
Environmental Policy



The core activities and services provided by the port, such as improvement and constant development of infrastructure, port dredging, cargo handling and storage, ship repair and construction, are associated with various environmental impacts. These include impact on climate change, air and Baltic Sea, Curonian Lagoon and river water quality, noise disturbance, waste and wastewater generation and alterations in the natural ecosystems. We are committed to the long-term sustainable development and are actively engaged in reducing our direct and indirect impact on environment, particularly emissions into the air, land, and water throughout ports operations.

To minimise the environmental impact the KSSA set out the following strategic environmental goals:

- A. Ensure compliance with related national and international environmental legislation and regulations as well as environmental requirements including environmental management system requirements.
- B. Eliminate or minimise as much as practically possible all kind of environmental pollution.
- C. Strive to become energy efficient and climate neutral port.
- D. Become a more reliable port by minimising environmental risks associated with port operation, including potential impact on geomorphological conditions.

To achieve these strategic goals, the KSSA commits to:

1. Regularly monitor national and international environmental legislation and standards and take promptly action to ensure compliance.
2. Ensure that strategic planning and execution of investment is based on careful planning that takes into consideration all potential impacts and risks throughout the life cycle of the projects.
3. Minimise adverse effects of the port operations through implementation of best management practices and application of cleaner technologies.
4. Monitor and review port's energy use and reduce operational emissions through procuring energy-efficient products and services, prioritising renewable energy sources (such as wind, solar and hydrogen) and energy-efficient technologies.
5. Embrace the principles of circular economy reconsidering the ways to produce, consume and manage resources as well as promoting synergies and cooperation among different stakeholders.
6. Monitor, review and minimize the impact of our operations on living and natural environment as well as the water quality and ecological health of the Curonian Lagoon, the port area, and the Baltic Sea and nature protected areas.
7. Ensure operation of the environmental management system and use of monitoring data in decision-making while exploring opportunities to document,

analyse, and use monitoring pollution data to improve our daily port management activities.

8. Regularly review the Environmental Policy, objectives and action plan with careful consideration of results of environmental monitoring, environmental audits and considering the potential shifts in future circumstances.
9. Actively engage in communication with stakeholders, particularly tenants and work in close cooperation towards reduction of environment impact of port operations, environmental footprint and encourage stakeholders in transition to more sustainable technologies, such as onshore power supply.
10. Provide comprehensive environmental training to all KSSA employees, urging them to actively consider environmental matters in their daily tasks. We seek to engage the workforce in environmental conservation efforts and familiarize them with the Environmental Policy, fostering a robust environmental culture and expertise.
11. Ensure transparent and effective communication in the field of environmental management with public, community and all interested stakeholders develop and make publicly available relevant environmental monitoring data and environmental reports.
12. Ensure availability of necessary financial and human resources for implementation of the environmental policy.

Signed by Algis Latakas
Director General
Klaipėda State Seaport Authority

Environmental policy is reviewed and updated in case of changes in our activities and the legal requirements or opportunities for future development.

3. REGISTER OF PORT ACTIVITIES, ENVIRONMENTAL ASPECTS, LEGAL REQUIREMENTS AND PERFORMANCE INDICATORS

SIGNIFICANT ENVIRONMENTAL ASPECTS

To identify the impact of KSSA activities and activities within the port area on the environment, the assessment of significant environmental aspects was carried out. The assessment is executed based on the specifically developed and approved Procedure for Assessing Significant Environmental Aspects (Annex 1). The assessment is carried out by Sustainability and Environmental Management Division within KSSA and updated at least once a year. Ad hoc revision of assessment if necessary for identifying and evaluating environmental aspects is proposed in a case of significant changes in legislation, port's activities, or stakeholder's interest.

The process of determining significant environmental aspects begins with the identification of the environmental impact of activities, such as activities and services provided in the port, construction, production, development, and transportation processes in port area. First, the source of environmental impact is identified (e.g., port crane), then the activities in which this source is involved are defined, and subsequently, the environmental aspects related to the source's activities are determined. When evaluating environmental aspects related to each source and activity are identified, all types of resource consumption (electricity, heat, fuel, raw materials, air, water, etc.) and all types of emissions (emissions, noise, odours, wastewater, waste, etc.) are considered. When identifying the environmental aspects, aspect having both negative and positive impacts were considered (Table 4). Following identification of environmental aspects, the corresponding impact is evaluated to assess the significance of each aspect. The significance of impact is determined using scoring for five criteria – likelihood of impact, impact duration, extent of impact, legal compliance, interest of stakeholders. The register of relevant applicable legal and environmental requirements is presented in Annexes 3 and 4. Register was reviewed by external legal experts and their statements of revision are provided with the report.

The significance of an aspect is determined by multiplying the values of all significance criteria. A score of 36 points or more defines aspect as significant. According to the environmental aspect assessment methodology the significance of positive impacts is not evaluated. Table below presents the summary of significant environmental aspects identified in the port.

Significant environmental aspects are monitored through Key Performance Indicators (KPIs). The aim of KPIs monitoring is to allow measurement of changes in indicator values, identification of quantitative goals and control of effectiveness of the measures implemented. Moreover, monitoring allows for achieving compliance with legislation, improving quality of environmental performance for associated environmental aspects and achievement of the stated objectives.

Table 4. Register of significant environmental aspects (PO – port own activities; PT – port tenants' operations)

Environmental Aspect	Exposure pathway / Impact on	Activity	Source	Responsible person / organization
GHG emissions	Climate change, impact on human health and environment	Combustion of fuel by engines (PO)	KSSA owned vessels	Sustainability and Environmental Protection Division
			Dredging machine/equipment	
		Movement in port (PT)	Vessels and ships	
		Use of auxiliary engines while moored at port (PT)	Vessels and ships	
		Operation of equipment (PT)	Cranes and other equipment involved in loading and unloading of cargo	
		Transportation of cargo by road transport (PT)	Road transport	
Emission of air pollutants (excluding dust)	Air pollution, impact on human health and environment	Transportation of cargo by road transport (PT)	Road transport	Sustainability and Environmental Protection Division, Port Fleet Division, Department of Strategic Projects
		Use of auxiliary engines while moored at port (PT)	Vessels and ships	
		Movement in port (PT)		
		Reconstruction of the port quays 21, 22, 23 and construction of quays 21A, 22A, 23A at Naujoji Uosto g. 3, dredging of the water area adjacent to the quays, and construction of an administrative building at Naujojo Sodo g., Klaipėda (PO)	Development of new port area (northern part)	
		Port area extension to the port water area, development of the southern part (inc. development of the southern gates, leisure boats infrastructure) (PO)	Development of new port area (southern part)	
		Port area extension to Jurbarkas, creating a water way on Nemunas river for bulk cargo transportation (PO)	Development of new port area in Jurbarkas	

Environmental Aspect	Exposure pathway / Impact on	Activity	Source	Responsible person / organization
Change in coastline	Changes of coastal erosion, impact of man-made and natural structures	Use of wave breakers (PO)	Wave breakers	Sustainability and Environmental Protection Division, Infrastructure Department, Project Manager
Use of resources (energy, electricity, fuel)	Depleting of natural resources	Port area extension to the port water area, development of the southern part (inc. development of the southern gates to the port (wave breakers), leisure boats infrastructure) (PO)	Development of new port area (southern part)	Sustainability and Environmental Protection Division, Port Fleet Division
		Reconstruction of the port quays 21, 22, 23 and construction of quays 21A, 22A, 23A at Naujoji Uosto g. 3, dredging of the water area adjacent to the quays, and construction of an administrative building at Naujojo Sodo g., Klaipėda (PO)	Development of new port area (northern part)	
		Port area extension to Jurbarkas, creating a water way on Nemunas river for bulk cargo transportation (PO)	Development of new port area in Jurbarkas	
		Operation of hybrid pilot boat (PO)	Hybrid pilot boats	
		Onshore power supply for Ro-Ro / RO-PAX from 2026 (PT)	Vessels and ships	
		Movement in port (PT)		
		Use of auxiliary engines while moored at port (PT)		
Noise emission	Disturbance from noise, impact on human health and environment	Operation of equipment (PO)	Cranes and other equipment involved in loading and unloading of cargo	Port Control Division, Sustainability and Environmental Protection Division, Infrastructure Department

Environmental Aspect	Exposure pathway / Impact on	Activity	Source	Responsible person / organization
		Movement of containers (PT)	Container cargo	
Noise emission and vibration		Movement of cargo (PT)	General and packed cargo	
		Reconstruction of the port quays 21, 22, 23 and construction of quays 21A, 22A, 23A at Naujoji Uosto g. 3, dredging of the water area adjacent to the quays, and construction of an administrative building at Naujojo Sodo g., Klaipėda (PO)	Development of new port area (northern part)	
		Port area extension to Jurbarkas, creating a water way on Nemunas river for bulk cargo transportation (PO)	Development of new port area in Jurbarkas	
		Work of engine, operation of equipment (PO)	Construction (major projects) equipment and machinery	
		Port area extension to the port water area, development of the southern part (inc. development of the southern gates, leisure boats infrastructure)(PO)	Development of new port area (southern part)	

ASSESSMENT OF ENVIRONMENTAL RISKS

Environmental risks are assessed using the general risk assessment procedure of the KSSA. The assessment of environmental risks is conducted for two types of undesirable events, the occurrence of which is expected to have a harmful impact on the environment:

- deviations from normal operations and
- emergency situations.

Separate assessment procedure and criteria have been developed for the likelihood of the undesirable event occurring and for determining the consequences of the undesirable event. Each type of undesirable event has its own set of assessment criteria. High-level environmental risks, with a value of 16 points or more, are considered significant environmental aspects.

Reviewing the initial risk assessment and current data on risk occurrence in the port over the past three years, the following changes have been identified:

- The number of pollution incidents in the port's water area more or less the same compared to the initial assessment;
- The proportion of collected and treated rainwater has increased;
- The instalment of hydrogen production station in the port.

The number of oil spills even if it is comparably stable, it is still very high. Based on this, there is reason to increase the initially determined probability of oil spills from “3” to “5” points. This, in turn, increases the risk of oil spills from “6” to “10” points.

In turn, the flow of untreated rainwater into the port's water area has decreased. The following measures are being implemented at port companies for the treatment and collection of rainwater: new surface runoff treatment facilities are being installed and existing ones are being modernized (AB KJKK Bega, AB Klaipėdos laivų remontas), surface runoff collection and management systems are being installed, including pumping stations (LKAB Klaipėdos smeltė), and in reconstructed areas, rainwater is collected from hard surfaces and directed to surface wastewater treatment facilities (UAB Malkų įlankos terminalas). Treated rainwater is discharged into the Curonian Lagoon through regulated outlets. Also, monitoring programs have been developed and are being implemented. Taking all this into account, there is reason to slightly reduce the probability of untreated rainwater leaks entering the port's water area and the level of risk they pose. Latest risk assessment resulted in reduced risk level of the previously significant aspect thus it is no longer considered significant.

In 2026, a hydrogen power plant will start operating in the port. The power plant has a 1.25 MW electrolysis plant, which is capable of producing up to 500 kg of hydrogen per day. The capacity of the station's storage tanks is 1,500 kg of hydrogen. The station can supply hydrogen to consumers with a pressure of 350 to 700 bar. Hydrogen is characterized by fire and explosion hazards. Therefore, hydrogen production technological equipment is designed with increased safety requirements.

Since Russia's invasion to Ukraine, the threat of hybrid warfare has significantly increased in several European countries. The Baltic Sea countries are constantly faced with GPS signal interference and disruptions caused by drones of unknown origin to the operation of airports in European countries and other critical infrastructure facilities. In 2025, various cases of sabotage of transport infrastructure facilities, strategic production facilities and military facilities of NATO countries have significantly increased. Taking into account the fact that the port is an important critical infrastructure facility that provides a very significant volume of natural gas supplies to all Baltic countries, the possibility of sabotage is currently and in the coming years recognized as a very likely event.

Further explanation and full assessment are provided in Annex 5.

MAIN GOALS AND OBJECTIVES

To implement the Environmental Policy and strategic goals presented above, as well as to address the significant environmental aspects, a set of overall objectives and specific environmental objectives were defined with the last report in 2024. Table 5 presents the completion / implementation of the actions that were set for goals and objectives to achieve, as well as elaborated comments on the more complex actions. Actions that did not result in successful completion are provided with an explanation for the unfortunate result to complete it within the set period of time. Nevertheless, port commits to keep pursuing them and raises new, more ambitious goals and objectives for the next term, which will be described in the later chapters.

Table 5. The list of goals, objectives and actions set in the year 2024 and their completion status.

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
Strategic goal: Ensure compliance with national and international environmental legislation and regulations related with port activities as well as environmental requirements, including environmental management system requirements							
Ensure compliance with national and international legal requirements	Regularly annually review of legal aspects related to port activities and check compliance	MPI3 MPI4 All aspects	Constantly, annual control	Sustainability and Environmental Protection Division, Legal Division	Legal reviews conducted	Completed, ongoing	Reviews of legislation are performed annually
Build and maintain a competent, ambitious goal-oriented team	Ensure regular environmental training for port employees	MPI2 MPI7 MPI8 All aspects	Annually	Sustainability and Environmental Protection Division Administration and Supply Division	Training activities for staff (% , number of employees that had environmental training/total staff in a year)	Completed	62 employees (28% of staff) participated in environmental related trainings: sustainability, ESG, climate change adaptation and climate risks, IPPC permit amendments, air pollution and chemical reporting.
	Ensure regular meetings of the environmental management team	The action is planned as additional measure to ensure the compliance with environmental management system and adoption of the best practice All aspects	4 times per year	Sustainability and Environmental Protection Division	Number of meetings per year	Completed	In 2024, six meetings were organized to discuss environmental protection, pollution prevention, and best port practices. They were attended by KSSA management, heads of responsible departments and specialists (sustainability, environmental protection, port maintenance, occupational health and safety), and representatives of port terminals. External

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
							consultants and representatives of business entities were included in separate meetings to assess the impact and reduction of port activities on the environment. In 2025, 16 meetings (including contact meetings, remote meetings, workshops, and separate interviews with institutions) were held. In 2025, a consistent cycle of meetings was held in the field of PERS, covering environmental monitoring, climate change challenges, improvement of environmental regulation
Improve reputation of port through improved transparency in the field of environmental management	Develop and publish Environmental reports biennially and non-financial report annually	MPI5 All aspects	Once per year or once in two years, by 1 March	Sustainability and Environmental Protection Division	Number of visits of the relevant page	Completed, ongoing	First PERS environmental report was published in March 2024, next updated report will be published in March 2026. First Sustainability Statement was published in 2024, next one for the year of 2025 will be published in June 2026.
	Provide information and environmental monitoring data	MPI5 All aspects	Constantly	Sustainability and Environmental Protection Division, Communicating and Marketing Division		Completed, ongoing	In 2024, environmental protection and monitoring data was presented on several thematic pages of the port's website, which

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
	on the port's website						received a total of 1 243 visits, and in 2025 – 1 292 visits
Strategic goal: Eliminate or minimise as much as practically possible all kind of environmental pollution							
Overall objective: Eliminate or minimize as much as technically possible the impact of port activities on water quality contributing to achieving and maintaining good water quality in the vicinity of port area							
Reduce the amount of undertreated rainwater discharged into the natural environment	Develop measures for control and better management of rainwater discharge in the port area	EC19 Water pollution	2025	Sustainability and Environmental Protection Division, Port Control Division	Rainwater monitoring program	Completed, ongoing	Measures implemented or in development stage for the treatment and collection of rainwater at port tenants: development of new rainwater treatment facilities and modernization of the existing ones (AB KJKK Bega, AB Klaipėdos laivų remontas), rainwater collection and management systems are being installed, including pumping stations (LKAB Klaipėdos smeltė), in reconstructed areas, rainwater is collected from hard surfaces and directed to rainwater treatment facilities (UAB Malkų įlankos terminalas). Treated rainwater is discharged into the Curonian Lagoon through regulated outlets. Monitoring programs have also been developed and are being implemented.

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
Ensure rapid localization of oil spills and other pollutants within max 4h	Provision of regular training to responsible employees – at least once a year	MPI6 MPI7 OPI11 Odour of oil and chemical products	Annually	Sustainability and Environmental Protection Division, Technological Equipment Division, Port Control Division	Recorded time of localization Number of trainings conducted	Completed, ongoing	In 2024: the time taken to localize pollution ranged from 5 minutes to 40 minutes. In 2025: the pollution localization time ranged from 2 minutes to 1 hour 50 minutes, i.e., it did not exceed 4 hours; in 8 pollution cases localization measures were not used (the pollution was eliminated by the terminal or due to the nature of the pollution, e.g., grease). Number of trainings in 2024: 2 Number of trainings in 2025: 1
	Improve or introduce a new spill detection and notification system	MPI6 MPI9 OPI11 Odour of oil and chemical products	2025	Technological Equipment Division, Sustainability and Environmental Protection Division	% of spills detected by the automated system	In progress	When forming the budget for 2024, a decision was made to seek EU support. KSSA submitted an application for funding for the Smart Port Green Wave project, which was evaluated favourably, but due to limited funding, no funds were allocated to the project and it was included in the list of reserve projects. According to the 2025 Sustainability Strategy, the purchase of

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
							equipment is planned in the 2026 budget – a system that operates on the principle of a polarized thermal imaging camera and allows oil spills to be detected across the entire width of the port channel at its installation site. This system differs significantly from the oil pollution detectors currently in use, which can only detect pollution at the quay.
Overall objective: Eliminate or minimize as much as technically possible air pollution in the vicinity of port area by controlling and reducing direct and indirect emission to air and dispersion of pollution							
Improve environmental monitoring and operational control to minimise or reduce air pollution, including dust and odour from all port activities	Collect and assess the compliance of ships in port with sulphur in their fuel	No specific KPI have been selected for the monitoring of this action as it is not considered as a routine procedure of the port's activities and responsibilities Emission of air pollutants (excluding dust)	Annually	Sustainability and Environmental Protection Division	Compliance with sulphur limit regulations	Completed (in cooperation with the third party)	KSSA does not monitor sulphur in fuel of the ships, but in cooperation with Environmental Protection Department inspections on demand occur.
	Extend and improve sensor air quality	ECI2 OPI6 OPI7	2025	Sustainability and Environmental Protection Division,	Exceedances of legally defined PM ₁₀ and/or	In progress	KSSA submitted an application for funding for the Smart Port Green

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
	monitoring system, including calibration of sensors	Emission of air pollutants (excluding dust) Dust emissions		Technological Equipment Division	PM _{2,5} concentrations		Wave project, which was evaluated favourably, but due to limited funding, the project was not allocated funds and was included in the list of reserve projects. In view of this, the decision on investment was postponed to a later date. According to the 2025 Sustainability Strategy, the purchase of air quality measuring stations that meet the requirements of LST EN 16450 is planned in the 2026 budget. In addition, on 23 January 2026, together with 38 EU partners, an application was submitted under the European Horizon programme call HORIZON-CL5-2026-01 (ECO-PORTS. COM), which aims to create a smart AI-based emissions monitoring platform and integrate it with the Port Twin and the port's environmental air pollution measurement and analysis system. A decision on funding is currently pending.

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
	Ensure regular analysis and assessment of monitoring data and produce annual reviews of data	MPI5 Emission of air pollutants (excluding dust) Dust emissions	Constantly, annually	Sustainability and Environmental Protection Division		Completed	Ongoing
Overall objective: Eliminate or minimize as much as technically possible noise pollution resulting from port activities and reduction of impact of neighbouring territories							
Improve environmental monitoring and operational control to minimise or reduce noise pollution and vibration	Extend and improve sensor noise monitoring system, including calibration of sensors	ECI3 Noise emission Noise emission and vibration	2025	Sustainability and Environmental Protection Division, Information Systems Division, Technological Equipment Division	Exceedances of legally defined noise limits	Completed	Certificated noise measurements are being performed on demand by licenced service provider, that KSSA has a contract with. On the events of complaints or suspected exceeded noise, experts perform measurements
	Ensure regular analysis and assessment of monitoring data and produce annual reviews of data	ECI3 MPI5 Noise emission Noise emission and vibration	Constantly, annually	Sustainability and Environmental Protection Division		Completed	Ongoing
	Assess implementation of actions envisaged by Klaipėda city noise reduction action plan 2024-2028	ECI3 Noise emission Noise emission and vibration	During development of the plan (2023) and during the period of implementation	Sustainability and Environmental Protection Division		Completed, ongoing	In case of the increased noise when deepening the port, contracts are in place with the service providers for the measurements of the noise. When carrying out port quay construction and reconstruction works, it is indicated in the contracts with contractors that the

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
			(2024-2028)				<p>operating hours of noise sources shall be restricted at nights and on the weekends. In 2024–2025, environmental protection and noise management requirements (from EIA/screenings) were set out in all contracts for the construction, reconstruction, and deepening of port quays, and work control and noise measurements were carried out. Taking into account the complaints received, in November 2025, the KSSA sent a letter to UAB Tilsta reminding it of its obligation to comply with the work schedule, noise limits, and other environmental requirements, and to apply preventive measures. UAB Tilsta conducted a comprehensive analysis of the situation regarding the organization of noisy works and environmental incidents, and proposed measures to reduce risks, improve processes, and strengthen control. Noise</p>

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
							measurements taken on 30 July 2025 showed that noise did not exceed the limit values during the contractor's work. Restrictions on loading operations in the port area at night. Actions are being implemented on an ongoing basis. Number of restricted loading operations in the port area at night (units) resulting in zero justified complaints
	Ensure control of noise and vibration level related to dredging activities, via controlling implementation of contractual conditions	ECI3 Noise emission Noise emission and vibration	Constantly	Sustainability and Environmental Protection Division	Control of monitoring conducted by contractor	Completed	Certificated noise measurements are being performed on demand by licenced service provider, that KSSA has a contract with. On the events of complaints or suspected exceeded noise, experts perform one-off measurements
Strategic goal: Strive to become energy efficient and climate neutral port							
Overall objective: Reduce direct and indirect GHG emissions associated with port activities							
Reduce GHG emissions from operation of KSSA own fleet by renewing fleet increasing use	Building of 2 hybrid pilot boats	OPI1 OPI2 OPI3 OPI4 OPI5 OPI7 OPI8	2025	Port Fleet Division	Electricity used by pilot boats, % of total fuel used	Completed	The delivery has been postponed due to winter conditions. Operations will commence in 2026.

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
of electricity instead of fossil fuels reaching 10% of energy consumption by the end of 2026		GHG emissions Emissions of air pollutants (excluding dust) Dust emissions Use of energy					
	Building of 1 vessel for waste collection from ships powered by electricity (hydrogen)	OPI1 OPI2 OPI3 OPI4 OPI5 OPI7 OPI8 GHG emissions Emissions of air pollutants (excluding dust) Dust emissions Use of energy	2025	Port Fleet Division	Carbon footprint	Completed	The delivery has been postponed due to winter conditions. Operations will commence in 2026.
	Purchasing of 3 hybrid cars	OPI1 OPI2 OPI3 OPI4 OPI5 OPI7 OPI8 GHG emissions Emissions of air pollutants	2025	Facility Maintenance Division		Completed	In 2025, two electric vehicles were purchased instead of planned hybrid vehicles and one hydrogen-powered vehicle (delivered in 2026).

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
		(excluding dust) Dust emissions Use of energy					
	Installing 2 electric car charging stations by the end of 2024	OPI1 OPI2 OPI3 OPI4 OPI5 OPI7 OPI8 GHG emissions Emissions of air pollutants (excluding dust) Dust emissions Use of energy	2024	Facility Maintenance Division		Completed	In total, KSSA currently operates 9 charging connections: 7 installed by the administrative building and 2 at the Fleet Base located within the Port.
Increase share of renewable energy used in the port	Acquisition of solar power park for production of electricity for port operation	OPI8 Use of energy	2025	Department of Strategic Projects, Infrastructure department		In progress	The acquisition of a remote solar park has been postponed in order to first assess the actual electricity demand at the port and the possibilities for utilizing remote electricity generation in port operations. To this end, a study has been commissioned to assess the strengthening of the critical infrastructure for the electricity supply of

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
							<p>the KSSA and port tenants, as well as the possibilities for optimizing and modernizing electricity consumption in the context of the Green Deal.</p> <p>The study "Analysis of the strengthening of critical infrastructure for electricity supply and the optimization/modernization of electricity consumption by the KSSA and port tenants in the context of the Green Deal" is planned to be completed by May 1, 2026.</p> <p>Once the study is complete, the issue of acquiring a remote renewable energy power plant will be revisited.</p>
	Installation of solar panels on the roofs of KSSA	OPI8 Use of energy	2025	Infrastructure Department, Facility Maintenance Division		Completed	The equipment has been installed (30 kW), and 90 % of the work was completed in 2025. It is already in operation and connected to the grid.
	Purchasing of renewable energy from the grid	OPI8 Use of energy	2024	Infrastructure department Facility Maintenance Division		Completed	-

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
Reduce GHG and air pollutant by ensuring relevant vessels in port are using onshore power supply according to the relevant legislative requirements by 2030	Development of onshore power supply (OPS) infrastructure for Ro-Ro ships by 2026 year	OPI1 OPI2 OPI3 OPI4 OPI5 OPI7 OPI8 GHG emissions Emissions of air pollutants (excluding dust) Dust emissions Use of energy	2026	Department of Strategic Projects Infrastructure Department	Number of vessels using onshore electricity supply	Completed	The development of OPS infrastructure for Ro-Ro/Ro-Pax ships is completed and will be in operation from 2026
	Development of onshore power supply (OPS) infrastructure for all container and cruise ships by 2030 year	OPI1 OPI2 OPI3 OPI4 OPI5 OPI7 OPI8 GHG emissions Emissions of air pollutants (excluding dust) Dust emissions Use of energy	2030	Department of Strategic Projects Infrastructure Department		Ongoing	The process of signing a contract for the design of onshore electricity supply (OPS) infrastructure for cruise ships is currently underway. A design task has been prepared, on the basis of which a technical design will be purchased. The objectives of the technical design are: – to design electrical networks that comply with EU environmental and energy efficiency requirements; – to determine and design the locations of OPS stations, the necessary

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
							<p>equipment, and connection points, adapting them to the technical specifications of cruise ships;</p> <p>– to design 8 OPS points and the necessary electrical networks at 3 locations in the territory of the port:</p> <ol style="list-style-type: none"> 1. 3 OPS at the old cruise ship terminal, berths No. 28–33; 2. at the new cruise ship terminal, quay No. 22 – 3 OPS; 3. at the new cruise ship terminal, quay No. 21 – 2 OPS. <p>Funding sources are currently being explored for the development of OPS infrastructure for container ships. Once funding is secured, further design and implementation stages will begin.</p> <p>Electricity demand is also being assessed. The study "Analysis of the strengthening of critical infrastructure for the supply of electricity to the Klaipėda State Seaport Authority and port tenants</p>

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
							and the optimization/modernization of electricity consumption in the context of the Green Deal" is planned to be completed by May 1, 2026
Improve GHG emission accounting	To develop GHG emission inventory for KSSA under Scope 1 and 2 by 2025 in accordance with GHG protocol standard	OPI1 OPI2 OPI3 OPI4 OPI5 GHG emissions	2025	Sustainability and Environmental Protection Division	Emission inventory developed and updated annually	Completed	The purchase of a subscription to the GISGRO software for the calculation of the emissions of the port was carried out in 2024 allowing to consistently collect, monitor and visualise data. Monitoring data is being recorded from the year 2023. The software calculates emissions in accordance with the European Environment Agency (EMEP/EEA) air pollutant emission inventory methodology.
	Collect information on GHG emission from tenants on their emissions under Scope 1 and 2 by 2025 to contribute to KSSA Scope 3 emission inventory in	OPI1 OPI2 OPI3 OPI4 OPI5 GHG emissions	2025	Sustainability and Environmental Protection Division		Completed	The purchase of a subscription to the GISGRO software for the calculation of the emissions of the port was carried out in 2024 allowing to consistently collect, monitor and visualise data. Monitoring data is being recorded from the year 2023. The

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
	accordance with GHG protocol standard						software calculates emissions in accordance with the European Environment Agency (EMEP/EEA) air pollutant emission inventory methodology. The collection of data from the tenants is one of the contributing factors.
	Development and adaptation of a methodology for assessing GHG emissions from the KSSA operations and from ships entering and operating in the port, and the development and adaptation of the software used to assess/calculate GHG emissions	OPI1 OPI2 OPI3 OPI4 OPI5 GHG emissions	2025	Sustainability and Environmental Protection Division	Methodology developed and the software adapted	Completed	The purchase of a subscription to the GISGRO software for the calculation of the emissions of the port was carried out in 2024 allowing to consistently collect, monitor and visualise data. Monitoring data is being recorded from the year 2023. The software calculates emissions in accordance with the European Environment Agency (EMEP/EEA) air pollutant emission inventory methodology.
Overall objective: Improve energy efficiency in the port and reduce use of natural resources							
Ensuring the rational use of energy resources compared to 2022	Monitor energy consumption	OPI8 Use of energy	Annually	Infrastructure department (Facility Maintenance Division)	Electricity used in KSSA operations, % KSSA own consumed energy, total and	Completed	In 2024, KSSA consumed 981 MWh of electricity (from non-sustainable sources). In 2025, KSSA consumed 1068 MWh of electricity,

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
					% of renewable energy used		with renewable energy accounting for 52.1% of the total.
	Change of lightening system under the KSSA control	OPI8 Use of energy	2025	Infrastructure department (Facility Maintenance Division)		Completed	In 2024: 40 metal halide lamps were replaced with LED lamps on Perkėlos Street. The following was replaced in the administrative building of KSSA: 1. One 400W metal halide spotlight was dismantled and one old 400W metal halide outdoor spotlight was replaced with a new 50W LED spotlight. 2. Ten old light fixtures with incandescent bulbs in the building's premises were replaced with new 1W LED light fixtures. 3. Ten old light fixtures with halogen bulbs in the building's premises were replaced with new 3W LED light fixtures. 4. Replace 4 old light fixtures with halogen bulbs in the building's premises with 2 new LED light fixtures, each with a power of 6W. 5. Replace 18 old luminaires with

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
							<p>fluorescent lamps in the building premises with new LED panels, 36W each, and dismantle 17 luminaires with fluorescent lamps.</p> <p>In 2025:</p> <ol style="list-style-type: none"> 1. The old fleet base (Nemuno g. 40) was demolished and a new fleet base (Marių g. 6) was built, with all lighting provided by LEDs. 2. At the administrative building at J. Janonio g. 24-1, 50 old luminaires with fluorescent lamps were replaced with new 36W LED panels. 3. At the administrative building of KSSA, 10 old light fixtures with fluorescent lamps were replaced with new 14W LED round panels.
Strategic goal: Become safe port minimising risks associated with port operation, including potential impact on geomorphological conditions							
Overall objective: Ensure low level of industrial risks at the port territory							
Ensure high level of risk management in the port area and tenants	Conduct regular audits of the port tenants' risk management systems	MPI8 MPI9 OPI9 All aspects	Annually	Department of Operational Resilience	Number of audits per year	Completed, ongoing	In 2024 KSSA organized 3 audits for port tenants: AB KN Energies SGD, UAB Krovinių terminalas and UAB KJKK "Bega".

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
							In 2025 KSSA organized 2 audits for port tenants: AB KN Energies SGD and AB "KLASCO"
	Conduct emergency response trainings	MPI8 All aspects	Annually	Department of Operational Resilience, Port Control Division	Number of trainings conducted per year	Completed, ongoing	In 2024 KSSA organized 2 trainings for port tenants on accident of industrial nature and complex exercise "Balex Delta 2024" – response to pollution incidents in the port aquatorium following a ship accident. In 2025 KSSA organized 3 trainings for port tenants on fire incident management, training rescue exercises involving the use of a truck and gas detector testing
Overall objective: Reduce impact of port activities and development on geomorphological conditions of the region							
Reduce potential negative impact of port activities of coastal erosion processes	Conduct regular monitoring of geomorphological conditions, including coastal, bottom sediment and underwater slope morphology dynamics monitoring	ECI4 ECI6 ECI7 ECI8 ECI9 ECI10 Changes in geomorphology Change in coastline	Based on the Environmental monitoring programme	Sustainability and Environmental Protection Division, Infrastructure Department (Project Managers)	Monitoring of coastal processes based on Environmental monitoring programme	Completed, ongoing	The monitoring is being conducted regularly according to port's environmental monitoring program and has been coordinated with the Environmental Protection Agency
	Implementation of necessary compensation	ECI4				Completed, ongoing	Since 2001, KSSA has been using clean sea sand

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
	measures to reduce negative impacts on coastline based on the conditions included in the Environmental Impact Assessment ¹	Changes in geomorphology Change in coastline					<p>excavated during the dredging and deepening of the outer shipping channel to replenish beaches in the Melnragė–Giruliai coastal area, where possible. The approximate amount of sand deposited in this section between 2001 and 2024 is 1.6 million m³.</p> <ul style="list-style-type: none"> • 2024: beaches were replenished in the Melnragė–Giruliai coastal area between 2.9 km and 6.0 km north of the Klaipėda port gate axis between 55°45'20" and 55°47'00". A total of 186,961 m³ was used to replenish the beaches, i.e. 23 % of the total amount excavated. • 2025: 18,019 m³, i.e 1,4 % of soil was used to replenish the beaches (on the coast between Melnragė and Giruliai,

¹ Environmental Impact Assessment (EIA) report, 2019 “Improvement (Deepening and Widening) of the Outer and Inner Navigation Channels of the Klaipėda State Seaport, Reconstruction (Construction) of the Southern and Northern Breakwaters, Strengthening of Port of the Curonian Spit Slope and Construction of the Southern Port Gate”.

Specific objective	Actions	Related KPI and aspect (in relation to the first PERS report)	Timeframe	Responsible structural unit/expert	Indicator for completion	Evaluation	Comments
							<p>between 2.6 km and 3.0 km north of the axis of the Klaipėda port gate, between 55°45'036" and 55°45'324"). The work had to be suspended due to the approach of winter and unsuitable weather conditions, and will be resumed in the first quarter of 2026. Beach replenishment with sand is not carried out regularly or annually – such works are carried out depending on the scope of dredging or bottom cleaning works.</p>

4. PORT ENVIRONMENTAL PERFORMANCE

The environmental performance is evaluated based on the KPIs, which arose from the environmental policy, goals and objectives of the port. There are 35 KPIs identified, which will contribute to evaluation of the environmental performance of the port accurately and focusing on the significant environmental aspects identified by the Environmental Management Group of the KSSA. KPIs are divided into 3 groups: Operational Performance Indicators, Management Performance Indicators and Environmental Conditions Indicators. Some of the KPIs were already being monitored in the port. Monitoring of some of the nature bodies is legally required by the state since the port has a noteworthy impact on the environment. Annual monitoring has been conducted on behalf of KSSA by the specially selected contractor focusing on 7 major elements in port territory of the nature affected by the port activities:

- Coastline
- Bottom sediment
- Dredged material disposal site
- Underwater slope morphology
- Smeltės botanical reserve
- Water quality
- Biota.

These monitoring results can be found in annual Klaipėda port environmental monitoring report. As of this latest report, only coastline and water quality (TBT) monitoring will be included among KPIs as being of the most significant importance in terms of port's significant environmental aspects.

In the first PERS report, the indicative monitoring of the KSSA owned noise and PM monitoring equipment was used. Purchasing of the reference method of equivalent monitoring equipment was one of the objectives until 2026, which was not pursued, thus as current monitoring is not suitable for providing trustworthy results, the decision to eliminate indicative monitoring KPI from the list of KPIs was made.

As KSSA had introduced new GHG and air pollution calculation system (GISGRO), as it was envisaged in the action plan, the KPIs were adapted slightly, resulting in smooth and consistent data gathering and representation in the future.

Overview of the KPIs values representing the environmental performance of the port can be found in Table 6.

Table 6. Port environmental performance based on the key performance indicators for the significant environmental aspects.

Index	Key performance indicator	Methodology/source of information	2022	2023	2024	2025	Evaluation
Operational performance indicators (OPI's)							
OPI-GHG1	Carbon footprint	GHG emission calculation under Scope 1 (t, absolute emissions)	-	494.8	515.3	542.9	UPWARD TREND. The increase was mainly driven by more intensive use of the pilot vessels, resulting in higher diesel consumption. Updated emission factors applied in 2025 also contributed to the higher emissions
OPI-GHG2		GHG emission calculation under Scope 1 (GHG t/year cargo turnover in t)	-	0.000015	0.000015	0.000015	STABLE. Emission reduction measures are effective, as with the increased cargo turnover emissions did not increase
OPI-GHG3		GHG emission calculation under Scope 2 (t, absolute emissions)	-	504	694.3	386.9	NO TREND. Changes were mainly influenced by fluctuations in electricity consumption and emission factors, in 2025 a significant share of purchased electricity came from green

Index	Key performance indicator	Methodology/source of information	2022	2023	2024	2025	Evaluation
							energy sources, helping to reduce overall emissions
OPI-GHG4		GHG emission calculation under Scope 2 (GHG t/year cargo turnover in t)	-	0.000015	0.000020	0.000011	NO TREND. With increased cargo turnover simultaneously increased electricity consumption. However, in the year 2025 the share of green energy bought was very significant
OPI-GHG5		GHG emission (Scope 3) from vessels, port work equipment and land transport (as provided by GISGRO system) (t, absolute emissions)	88612	83405	79672	78402	DOWNWARD TREND. Emissions decreased despite increased cargo turnover, as fewer but larger and more efficient ships entered the port
OPI-GHG6		GHG emission (Scope 3) from vessels, port work equipment and land transport (as provided by GISGRO system) (GHG t/year cargo turnover in t)	0.0025	0.0021	0.0022	0.0020	DOWNWARD TREND. Emission reduction measures are effective, as with the increased cargo turnover emissions decreased
OPI-AQ7	Emissions of key air pollutants into	NO _x , emissions from vessels, port work equipment and land	1208.12	1232.25	1157.55	1106.98	DOWNWARD TREND.

Index	Key performance indicator	Methodology/source of information	2022	2023	2024	2025	Evaluation
	air from vessel movement and cargo transportations	transport (as provided by GISGRO system) (t, absolute emissions)					Transition to green energy
OPI-AQ8		NO _x emissions from vessels, port work equipment and land transport (as provided by GISGRO system) (t/year cargo turnover in t)	0.000036	0.0000363	0.0000326	0.0000283	DOWNWARD TREND. Transition to green energy
OPI-AQ9		PM ₁₀ emissions from vessels, port work equipment and land transport (as provided by GISGRO system) (t, absolute emissions)	60.81	42.71	39.98	37.92	DOWNWARD TREND. Transition to green energy
OPI-AQ10		PM ₁₀ emissions from vessels, port work equipment and land transport (as provided by GISGRO system) (t/year cargo turnover in t)	0.000002	0.00000128	0.00000113	0.00000097	DOWNWARD TREND. Transition to green energy
OPI-AQ11		PM _{2,5} emissions from vessels, port work equipment and land transport (as provided by GISGRO system) (t, absolute emissions)	-	42.66	39.93	37.87	DOWNWARD TREND. Transition to green energy
OPI-AQ12		PM _{2,5} emissions from vessels, port work equipment and land transport (as provided by GISGRO system) (t/year cargo turnover in t)	-	0.00000128	0.00000112	0.00000097	DOWNWARD TREND. Transition to green energy
OPI-AQ13		SO ₂ emissions from vessels, port work equipment and land	40.55	37.81	35.59	34.24	DOWNWARD TREND

Index	Key performance indicator	Methodology/source of information	2022	2023	2024	2025	Evaluation
		transport (as provided by GISGRO system) (t, absolute emissions)					Transition to green energy
OPI-AQ14		SO ₂ emissions from vessels, port work equipment and land transport (as provided by GISGRO system) (t/year cargo turnover in t)	0.000001	0.00000116	0.00000100	0.00000088	DOWNWARD TREND. Transition to green energy
OPI-EN15	Energy consumption	KSSA own consumed total energy (MWh)	1025	961	981	1068	STABLE
OPI-EN16		The % of KSSA own consumed total energy that is from renewable energy sources	0	0	0	52.1	NO TREND. In 2025 KSSA started buying and using green energy
OPI-EN17		Port tenants consumed total energy (MWh)	-	-	60488136	60297960	STABLE
OPI-EN18		The % of port tenants consumed total annual energy that is from renewable energy sources	-	-	43.66	74.31	UPWARDS TREND. In 2024 and 2025 the share of green energy used by port tenants increased Data for 2022–2023 were not recorded, so the extent of green electricity usage during that period remains uncertain
OPI19	Number of environmental incidents in port area	Number of incidents in register of incidents per year	16	19	14	23	UPWARDS TREND. The number of incidents is mostly increasing.

Index	Key performance indicator	Methodology/source of information	2022	2023	2024	2025	Evaluation
							Measures KSSA is implementing/has implemented to reduce the number of accidents: has begun to exercise greater control, requiring port users to report all pollution incidents in accordance with the port rules of use. The incidents were influenced by construction work begun in the port by UAB Tilsta, which was officially contacted regarding the pollution incidents. A study is also being conducted to analyze responsibilities and legislation, as well as to update local plans for pollution incidents
OPI20	Percentage of beneficial use	Percentage of beneficial use of dredging material	4.55	0	23.18	1.44	NO TREND. As dredging is not a routine activity

Index	Key performance indicator	Methodology/source of information	2022	2023	2024	2025	Evaluation
	of dredging material	based on dredged material accounting (%)					and it is also dependable on the weather conditions in the port, it is unlikely to have values every year to see the trend early in monitoring. The data of 2025 is comparably low due to the unfavourable winter conditions to beneficially use the dredged material
Management Performance Indicators (MPI's)							
MPI1	Financial resources designated for environmental protection in a selected year	% of total KSSA annual budget	n/a	n/a	12	17	UPWARD TREND
MPI2	The proportion of employees that received environmental training	% of employees that had environmental training/total staff in a selected year	9.17	14.41	28.18	31.96	UPWARDS TREND. The number of the employees that receive environmental training is increasing as well as the percentage, as the number of employees in the KSSA has decreased only

Index	Key performance indicator	Methodology/source of information	2022	2023	2024	2025	Evaluation
							by 1 employee in 2025
MPI3	Number of non-compliances and observations during the external ISO14001 management system audit	Results of external audit review	6	0	0	0	STABLE
MPI4	Number of proved violations of environmental regulations by KSSA (fines)	Register/number of fines	0	0	0	0	STABLE
MPI5	Number of proved violations of environmental regulations by port tenants (fines)	Register/number of fines	17	14	41	15	STABLE. Exceeded number of violations in 2024 may be explained as a circumstantial violations of procedural documentation, being late with submission of documents or other violations of similar nature.
MPI5	Audience reaches of KSSA environmental information	Number of visits of the relevant page	-	-	1243	1292	UPWARD TREND

Index	Key performance indicator	Methodology/source of information	2022	2023	2024	2025	Evaluation
MPI7	Oil and chemical spill localization time to stop spreading of pollution	Recorded time of oil and chemical spill localization	Within 4 h	Within 4 h	From 5 min to 40 min	From 2 min to 1 h 50 min	DOWNWARD TREND. Satisfactory result, as time of localization of spills is decreasing
MPI8	Number of trainings in oil spill clean-up	Training plan, register of trainings conducted	1	1	2	1	STABLE. As the recorded time of the localization of the oil and chemical spills has a downward trend, the stable number of trainings is sufficient
MPI9	Number of trainings on emergency response	Training plan, register of trainings conducted	6	6	2	3	DOWNWARD TREND. As the number of environmental violations in the port is stable, the number of audits might not be sufficient (one of the measures to reduce the risk)
MPI10	Number of audits of tenants' risk management systems	Register/protocols of audits	5	4	3	2	DOWNWARD TREND. As the number of environmental violations in the port is stable, the number of audits might not be sufficient (one of the measures to reduce the risk).

Index	Key performance indicator	Methodology/source of information	2022	2023	2024	2025	Evaluation
							Recent years the priority was given to the trainings on hybrid threats
Environmental Conditions Indicators (ECI's)							
ECI1	Coastline monitoring (the width of beach on the Baltic Sea coast)	In accordance with the Environmental Monitoring Programme ²		Monitoring stations and changes (2023-2024) in the position of the shoreline (m): 0JŽ -6 1JŽ -3 1AJŽ -10 2JŽ -12 2AJŽ 0 2BJŽ +3 3JŽ +7 3AJŽ +6 3BJŽ -4 3CJŽ -16 3DJŽ +1 3EJŽ -9 3FJŽ -10 4JŽ -15 4AJŽ -2 4BJŽ -11 5AJŽ -3		Monitoring stations and changes (2024-2025) in the position of the shoreline (m): 0JŽ +8 1JŽ -2 1AJŽ 1 2JŽ -2 2AJŽ -16 2BJŽ -7 3JŽ 0 3AJŽ +6 3BJŽ +1 3CJŽ +8 3DJŽ +4 3EJŽ +5 3FJŽ +9 4JŽ +5 4AJŽ +10 4BJŽ +2 5AJŽ +1	Over the monitoring period 1995-2024 on the continental shore, a 29-year trend of increasing sedimentation has been recorded on a 5,220 m long stretch of coastline. However, the dynamic trends in sedimentation along the coast are not uniform: closer to the port pier, erosion trends prevailed, while 1 km north of the port pier, accumulation prevailed. Over the same period of 29 years, an increase in the amount of sediments has been recorded on a 3,200 m long

² Full Environmental Report according to the Environmental Monitoring Programme can be found here: <https://portofklaipeda.lt/uostas/>

Index	Key performance indicator	Methodology/source of information	2022	2023	2024	2025	Evaluation
							section of the Curonian Spit coastline. Positive trends persist throughout the entire section of the coast, with higher accumulation trends closer to the port pier, while further away accumulation trends decrease. During the period 2023-2024, approximately 5,377 m ³ of sediments were washed away from the 5,220 m stretch of coastline on the continental coast. However, 2,720 m ³ of sediments accumulated on the 3,200 m stretch of the Curonian Spit coastline
ECI2	Water quality monitoring (TBT)				Monitoring stations and TBT concentrations in II q. (exceedances in bold):	Monitoring stations and TBT concentrations in II q. (exceedances in bold):	DOWNWARD TREND. According to monitoring data from 2017–2020 and 2024–2025, the concentration

Index	Key performance indicator	Methodology/source of information	2022	2023	2024	2025	Evaluation
					B2 <0.001 B8 <0.0019 B9 0.088 B10 0.073 B12 0.014 B14 0.0138 B16 0.016 B17 <0.002 IV q. B2 0.0013 B8 0.0023 B9 0.123 B10 0.114 B12 0.0349 B14 0.0813 B16 0.0115 B17 <0.001	B2 0.005 B8 0.001 B9 0.144 B10 0.076 B12 0.013 B14 0.053 B16 0.045 B17 <0.001 IV q. B2 0.001 B8 no result caused by unsuccessful sampling B9 0.142 B10 0.014 B12 0.038 B14 0.013 B16 0.001 B17 <0.001	of TBT in the port has decreased slightly but remains high and exceeds the limit values in the sandy deposits in Malkų Ilanka and the water area of AB “ Baltijos Laivų Statykla. Nevertheless, TBT concentration did not reach the method detection limit at any of the Baltic Sea dumping area bottom sediment stations. Preventive actions are still recommended to faster achieve the goal to not exceed limit values
ECI3	Number of reasonable complains from Klaipėda city residents on odour	Register of complains addressed to KSSA, municipality, regional environmental protection institutions	0	0	1	0	STABLE
ECI4	Number of reasonable complains from Klaipėda	Register of complains addressed to KSSA, municipality, regional	6	2	0	0	DOWNWARD TREND. As ‘Noise and vibration’ is a

Index	Key performance indicator	Methodology/source of information	2022	2023	2024	2025	Evaluation
	city residents on high noise	environmental protection institutions					significant environmental aspect for the port, it is important achievement to have a downward trend for complaints
ECI5	Number of reasonable complains from Klaipėda city residents on dust pollution	Register of complains addressed to KSSA, municipality, regional environmental protection institutions	0	1	0	0	STABLE

The port has significantly improved their GHG and air pollution monitoring by introducing GISGRO software into everyday activities. The port and its tenants now have a better understanding of the emissions emitted, the sources of the most polluting activities / equipment and trends. Over the years the system will be even of bigger importance as the port will be able to see long-term trends and take even more valuable preventive actions in pollution reduction. As GHG and air pollutant emissions are the biggest contributors to the port's overall negative impact to the environment and people, the improvement over 2 years is significant.

The use of renewable energy by KSSA and port tenants has transformed the negative impact tremendously to the positive direction, together with the new developments of the hydrogen power plant and OPS stations the port is implementing strong and confident actions in becoming climate neutral.

Regarding the year 2024 high value of the KPI – number of proved violations of environmental regulations by port tenants (fines) – annual inspections of port terminals are conducted continuously (446 inspections in 2024, 457 in 2025). When non-compliance or potential environmental violations are identified, terminals are notified and required to minimize environmental impact, ensure to compliance with the rules for the Use of the Port of Klaipėda, meetings are organized, and corrective actions are required, or information on potential violations is forwarded to the Environmental Protection Department. The Harbour Master may impose fines. Information on non-compliance or potential environmental violations are provided annually to the Supervisory Board for audit and risk assessment purposes. The number of proved violations of environmental regulations in the port area is stable/increasing (except of the year 2024), although the decrease would be a more favorable result. As the number of trainings in emergency response and risk audits have decreased it is possible it might be the consequence of it. It is recommended to revise the training and audit material / schedules and ensure the continuity and the quality of the trainings / audits. However, it is important to note, that 3rd category pollution to the Baltic Sea and the Curonian Lagoon has been avoided, which is the main priority in terms of pollution spread.

TBT concentrations still stay relatively high as it exceeds the limit values, even if the monitored trend from the years of monitoring is positive (decreasing). It is historic pollution, however, as TBT has been banned, no more active sources of pollution are recorded. The port is constantly putting effort and taking actions in TBT concentrations reduction but the process is long and unfortunately quick results are not feasible to achieve. The priority is to prevent the spread of the pollutant to the Curonian Lagoon and the Baltic Sea, which is successfully being achieved.

CONFORMITY REVIEW OF ENVIRONMENTAL PERFORMANCE AND LEGAL REQUIREMENTS

The port is regularly reviewing its legal and environmental compliance internally, also is cooperating with relevant stakeholders for continuous improvement and is updating the list of legal and environmental requirements at least once per year. The assessment of the

port's environmental aspects, risks and relevant legal requirements can be found in Annexes 1-2.

The port uses monitoring as an effective tool to control and track the state of their environmental parameters and to react fast in case of deviations. Monitoring compliance with legal requirements the internal and external audits are conducted regularly.

The assessment of the port's achievement of the goals set in the previous term can be found in the chapter No. 3. Based on the environmental performance of the port, new set of goals and actions has been developed and can be found in the chapter No. 7, to document port's commitment and ambition to continuous improvement. Current environmental performance according to the KPIs can be found in the chapter No. 4, which indicated two incompliances – TBT concentration in the sediments and environmental violations of port tenants/contractors regarding unalignment of procedural documents, exceedances in noise and impact on water quality. One of the effective actions, that KSSA has already implemented to control noise is the contract with licenced service provider, that ensures certificated noise measurements on demand. On the events of complaints or suspected exceeded noise, experts perform measurements. Other measures include stricter control of port tenants/contractors by encouraging them to follow the contractual agreements, where environmental protection plays an important role. Regarding the better control of higher concentrations of TBT in the sediments, KSSA has introduced new technologies in sediment reutilization / reuse. More actions planned for other future improvements are listed in the new action plan.

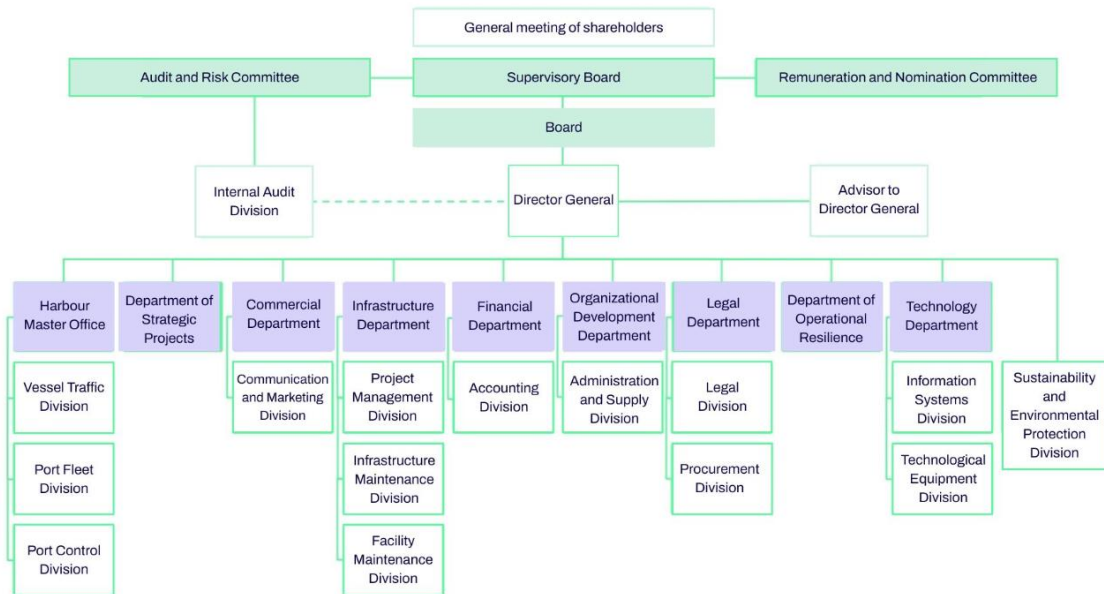
5. ENVIRONMENTAL MANAGEMENT

The port is one of the key drivers of Lithuania's economy, connecting Lithuania with the global market, and its operational success is determined not only by modern infrastructure but also by a highly qualified workforce. The port is actively striving to become a sustainable port, creating high added value and generating significant economic and social benefits for the city and the state. In the sustainability strategy of the KSSA for the period 2025–2028, the primary focus is placed on the reduction of GHG emissions and air pollution, with the aim of becoming an innovative port services and maritime industry center that implements and promotes the green transition. The achievement of these objectives is inseparable from employees, whose knowledge and professionalism determine the successful implementation of the sustainability strategy. KSSA seeks to attract and retain qualified employees, create conditions for their professional development, ensure a motivating and inclusive working environment, provide competitive remuneration with additional benefits, and foster a safe working culture based on high standards of professional ethics, mutual trust, and respect.

The port land and the port water area are the exclusive property of the Republic of Lithuania, the owner's functions are carried out by the Ministry of Transport and Communications of the Republic of Lithuania. The port land and water area are managed, used and disposed of under the right of trust by KSSA — a state-owned public limited liability company responsible for infrastructure management and development, port and navigation safety, and the implementation of strategic objectives. The port governance system reflects a public–private partnership model: private companies lease port territory for periods of up to 50 years, carry out commercial activities, and cooperate closely with KSSA both in day-to-day operations and at the level of development projects.

In the first half of 2025, the implementation of structural changes was completed, functions and responsibilities were clarified. The new organizational governance structure of the port is presented in Figure 8.

Figure 8. Organizational structure of KSSA effective since 2025.



When comparing the previous organizational structure with the updated structure that entered into force in 2025, it is evident that a significant reorganization has taken place, aimed not only at improving the efficiency of port governance but also at strengthening human resources capacity, more transparent allocation of functions, a reduced hierarchical structure, and well-defined responsibility creates conditions for more effective management of competence development and ensure that each employee has a clear role in the achievement of the organization’s objectives. This organizational structure enables the development of a modern organizational culture focused on sustainability, innovation, and resilience.

The highest level of governance has remained unchanged: both the previous and the updated organizational structures include the General Meeting of Shareholders, the Supervisory Board, the Board, the Remuneration and Nomination Committee, and the Audit and Risk Committee. Strategic objectives are set by the General Meeting of Shareholders, which is the highest governing body of the company and is represented by the Minister of Transport and Communications of the Republic of Lithuania. The implementation of these objectives is overseen by the Supervisory Board and the Board, led by the Director General.

Significant changes have taken place within the organizational structure reporting directly to the Director General. The previously separate Prevention and Safety units were merged, resulting in the establishment of the Department of Operational Resilience. In addition, the Communications and Marketing unit was integrated into the newly established Commercial Department, which was formed by combining communication functions with commercial expertise and commercial service development activities. The Commercial

Department also includes the following expert positions: port fees expert, land lease expert, commercial projects manager, and customer coordinators. The Internal Audit Division has remained subordinate to the Audit and Risk Committee, and the position of Advisor to the Director General has also been retained.

In the previous organizational structure, several director-level positions were in place, including the Infrastructure Director, the Economics and Finance Director – CFO, and the Organizational Development Director. From the first half of 2025, these roles were transitioned into a department-based structure. Each department has clearly defined functions and subordinate units, which increased organizational clarity and reduced the number of hierarchical layers. The Organizational Development Manager and the Personnel Division reporting to this role were transferred to the Organizational Development Department, together with the Administration and Supply Division.

The Infrastructure Director previously oversaw the Construction and Operation Department, the Development Department, and the General Division. In 2025 these units were merged to form the Infrastructure Department, which now encompasses the Project Management Division, Infrastructure Maintenance Division, and the Facility Maintenance Divisions. The Infrastructure Department is involved in strategic port development planning, organizes the development of port infrastructure, and oversees the preparation, coordination, and execution control of related projects. It also plans, develops, builds, and maintains port infrastructure, ensuring proper operation of facilities by implementing engineering resilience solutions, such as road maintenance, rainwater systems, or quay reconstruction. Additionally, the department ensures compliance with and enforcement of port usage regulations.

The Infrastructure Department and the Technology Department, in carrying out their activities, ensure compliance with environmental regulations within their respective areas, thereby contributing to the achievement of sustainability and environmental goals, as well as infrastructure and technology development. The Infrastructure Department is responsible for ensuring compliance with environmental requirements through environmental impact assessments, screenings, permits, and project implementation in accordance with legislation, while the Technology Department contributes by implementing and maintaining IT system solutions.

The new structure has introduced several important new functions, including the Strategic Projects, Operational Resilience, and Technology Departments, which emphasize a modern approach to innovation, resilience, and sustainable development. The Operational Resilience Department is responsible for implementing port security, safety, and operational regime requirements, as well as organizing and overseeing processes related to civil protection, information and cybersecurity, and personal data protection. The department coordinates risk assessments (including corruption risk), business continuity, and emergency management plans to ensure the uninterrupted operation of KSSA processes.

Environmental functions have also been reorganized. A new Sustainability and Environmental Protection Division, directly reporting to the Director General, has been established. The employees of this division were transferred from previously existing units:

the Development and Environmental Protection Division, the Organizational Development Division, and the Water area Dredging Division (functions related to environmental monitoring, the preparation of environmental reports, the accounting of environmental taxes (from stationary and mobile pollution sources, as well as packaging), filling out declarations, and other related tasks have been taken over by the new division). Also a new managerial position has also been established. The current key positions in the division include the Sustainability and Environmental Protection Division Manager, Sustainability Coordinator, Environmental Protection Coordinators. The team of specialists in the Sustainability and Environmental Protection Division at KSSA performs functions ensuring the development of sustainability policies, implementation of environmental protection strategies, and continuous improvement of operations. In the newly formed organizational structure, environmental protection and sustainability management functions have been centralized in the Sustainability and Environmental Protection Division, while the previous Environmental Management Group no longer exists, with its functions integrated into this division. This division has become the main unit responsible for implementing and coordinating environmental protection matters. Detailed functions and responsibilities of the Sustainability and Environmental Protection Division employees are described below.

Head of the Sustainability and Environmental Protection Division is responsible for the division's operational strategy and internal procedures, the development and implementation of sustainability and environmental protection policies, in collaboration with other departments. Head of division provides suggestions for the development of the company's strategic action plan, formulates KSSA's objectives and goals according to his/her competencies, and coordinates the implementation of environmental protection and sustainability tasks. Additionally, the head of division monitors the latest sustainability and environmental protection trends, evaluates their applicability within the company, and proposes solutions for their implementation, ensures that internal policies comply with external regulations and best practices, manages non-compliance risks, coordinates projects aligned with the company's strategic objectives, and actively collaborates with stakeholders. The manager proposes solutions to improve operational efficiency and implement strategic tasks. He/she initiates environmental training sessions and collaborates with port land tenants and other institutions, representing KSSA as directed by the Director General.

The Sustainability Coordinator is responsible for creating and implementing the sustainability policy, ensuring its alignment with the company's strategic objectives. Tasks include coordinating the preparation of sustainability reports, organizing the development of communication materials, collecting and analyzing data, defining indicators, and proposing best practices for sustainability and ESG (Environmental, Social, and Governance) disclosure. The coordinator collaborates with internal and external stakeholders, including consultants and the academic community, and provides advice to employees and stakeholders on sustainability matters. Additionally, he/she coordinates sustainability and environmental protection projects, implements sustainability directives, oversees green procurement strategies, and proposes solutions to enhance operational efficiency.

The Environmental Protection Coordinator is responsible for preparing sustainability documents, such as air pollutant emission calculations, and submitting applications for pollution permits. The specialist also collects and analyzes environmental monitoring data, prepares environmental protection reports, and submits pollution tax declarations. Responsibilities include organizing environmental scientific and laboratory studies, as well as evaluating complaints and suggestions related to environmental protection. The Environmental Protection Specialist also participates in environmental impact assessment processes and provides recommendations for improving environmental protection measures. He/she collaborates with regulatory authorities, non-governmental organizations, and other stakeholders.

The Environmental Protection Coordinator is responsible for organizing environmental training and coordinating projects. Also coordinates the implementation of the environmental management system (ISO 14001, PERS), monitors pollution and noise monitoring systems, and proposes measures for their improvement. Additionally, the coordinator participates in the implementation of EU and other projects, such as the development of the port's climate change adaptation strategy and the Baltic Sea Green Corridor project.

The coordinator ensures that port operations comply with environmental requirements. He/she evaluates the environmental impact of risks, monitors the implementation of the green port action plan, analyzes legal regulations, assesses their implementation possibilities, and provides proposals for amendments to internal documents, ensuring the port's compliance with environmental standards. The coordinator collaborates with port land tenants, other institutions, and represents KSSA as directed by the Director General.

All of the positions described above within the division form a strong foundation for the management of sustainability and environmental protection matters. However, not only the Sustainability and Environmental Protection Division, but also the Internal Audit Division and the Harbour Master's Office, along with their units, play significant roles in environmental functions and carry out activities related to environmental protection. The specific responsibilities of these departments are outlined below. The Internal Audit Division prepares a three-year risk-based audit plan (RBAP) annually, consistently evaluating the company's risks, previous audit results, internal and external assurance information, and management priorities. The plan is reviewed and adjusted each year based on changes in the company's operations, strategy, risk register, and control environment, ensuring its relevance and adequacy of resources. The 2025–2027 plan places special emphasis on environmental protection and sustainability: the "Environmental Compliance and Sources/Incidents Management Audit" has been planned and implemented, and a sustainability-focused audit is scheduled for 2027. These topics have been included due to their high-risk significance, legal compliance requirements, and importance to KSSA's strategic objectives and PERS (Port Environmental Management System) requirements. The plan developed by the Internal Audit Division helps ensure that internal audit activities provide the greatest value, contribute to responsible environmental protection and sustainability management, and comprehensively address priority risk areas within KSSA. The Harbour Master's Office consists of three main divisions: the Vessel Traffic Division, the Port Fleet Division, and the

Port Control Division, all of which perform significant environmental protection functions. The Harbour Master's Office and the Vessel Traffic Division oversee navigational safety, maritime emergency management, and vessel coordination under all weather conditions. The Port Fleet Division, in addition to coordinating vessel traffic, is also responsible for the removal of oil and other pollutants, while the Port Control Division is responsible for responding to environmental incidents and preventing pollution from vessels. The latter division conducts continuous pollution monitoring within the port area and waterway, ensuring the containment and removal of pollutants and organizing the reception of waste and wastewater from incoming vessels. The Port Fleet Division staff ensures the smooth operation of the port by handling the removal of oil and other pollutants, collecting foreign objects, and disposing of wastewater to an authorized company. They also coordinate operations related to oil, wastewater, and waste. The Port Control Division is responsible for ensuring compliance with pollution prevention regulations from vessels and overseeing pollution monitoring. They respond to incidents, ensure pollutant containment and removal in the port waterway, and organize the reception of waste and wastewater from vessels.

When evaluating the KSSA structure and the information provided above, it is clear that from 2025, the Sustainability and Environmental Protection Division is responsible for addressing environmental protection issues. However, several departments, such as the Department of Operational Resilience, the Harbour Master's Office, the Vessel Traffic Division, and the Infrastructure Department, also play important roles in addressing environmental challenges and ensuring sustainable management.

The organizational structure of KSSA, effective from 2026, has optimized governance by strengthening sustainability and environmental protection functions. The centralized Sustainability and Environmental Protection Division ensures clear allocation of responsibilities and efficient implementation of environmental strategies. These changes allow the port to become more modern, effective, and better suited to current management needs, enabling adaptation to climate change challenges, compliance with EU sustainability requirements, and European Green Deal objectives, thereby increasing sustainability and enhancing economic and social benefits.

6. STAKEHOLDERS OF THE PORT

The port focuses on the provision of service compliant with all internal and external environmental requirements and environmental goals of port's environmental strategy, creates added value for the port customers, partners and the country, invests in the sustainable growth of the port's industrial complex and actively cooperates with the port community to reduce the environmental impact of its operations.

The purpose of the stakeholder analysis is to help the port to build and maintain a constructive relationship with the stakeholders, provide means for their effective and inclusive engagement, ensure that appropriate environmental and social information is disclosed, meaningful consultations with the stakeholders are held their feedback is collected, and any kind of complaints from stakeholders are responded to and managed

timely and effectively. Main groups of stakeholders identified are presented below, along with their needs and expectations.

National authorities

Three ministries are primarily related with regulating port's operations. Ministries have general responsibility for developing sectorial policies, while national regulatory bodies and governmental agencies are granting permits and other approvals, ensuring appropriate enforcements of legal requirements related to port's operations.

Relevant institutions under the Ministry of Transport and Communications are:

- JSC Lithuanian Inland Waterways Authority – responsible for developing and maintaining shipping waterways in Lithuanian inland waters in collaboration with KSSA;
- JSC Lithuanian Road Administration oversees organizing and coordinating the reconstruction, maintenance and development of the roads of national significance, including those connecting port to the rest of Lithuania and main export routes to transport cargo. Moreover, the Road Administration is cooperating on noise mitigation from road transport in the areas adjacent to territories managed by KSSA;
- JSC Smiltynės perkėla is divided into two terminals – the old ferry terminal and the new one, both of which are located within the boundaries of the port. Ferry terminals are responsible for transporting passengers and vehicles on the route Klaipėda-Smiltynė and it plays an important role for the seaside tourism industry;
- JSC Lithuanian Railways is responsible for railway cargo shipping and logistics, as well as management, maintenance and development railway infrastructure. The cargo is being transported from the port via trains from and to other Lithuanian cities or abroad.

Relevant institutions under the Ministry of Environment are:

- Environmental Protection Agency is a regulatory authority, which in various aspects is related to port's activities including supervision and evaluation of port's environmental performance and collection of state monitoring data. The Agency also issues permits and approves Environmental Impact Assessment reports, which are mostly required for port development and operations by port tenants;
- Environmental Protection Department is responsible for implementation of national policy on state control of the environment, monitoring port's environmental performance, investigation of complaints from the citizens or companies within its competence, inspection and monitoring of compliance with environmental regulation. In response to the complaints received, the department can organise an inspection of the port to either confirm or reject the complaint;
- State Territorial Planning and Construction Inspectorate controls certain aspects of port's development projects, investigates possible complaints from the citizens and performs onsite inspection;

- State Service for Protected Areas conducts monitoring of protected nature sites, which are part of or are located in close proximity to the port territory.

Institutions under the Ministry of Health are:

- Klaipėda Department of the National Public Health Centre monitors the complaints from citizens about noise, dust, odours or other environmental aspects. The centre performs state inspection and control concerning health matters. It evaluates the Environmental Impact Assessment reports of port's development projects in terms of the impact on public health, as well as participates in the issuing of pollution permits for port tenants.

The needs and expectations of stakeholders related to the port's environmental activities are crucial for ensuring positive relationships and long-term cooperation. The needs include compliance with national and international environmental standards, adherence to legislation and sector regulations, as well as regular reporting on the port's environmental performance. Stakeholders expect the port to ensure that it minimizes its environmental impact in accordance with national goals. Expectations also include clear and effective communication and collaboration in addressing legal and regulatory issues, proactive measures to reduce environmental footprints, compliance with all legal requirements, and timely submission of environmental reports and monitoring data. National authorities expect the port to ensure the rational management of natural resources, prevention of coastal erosion, pollution reduction, and adherence to environmental standards, as well as contributing to the common interest by ensuring a clean environment, maintaining port infrastructure that promotes fast and economically beneficial goods transportation, thus increasing the competitiveness of Lithuanian businesses and creating connections with road and rail infrastructure.

Municipal authorities

Klaipėda City Municipality is responsible for development of territorial planning documents, preparation and approval of special plans for the development of renewable energy sources, approving terms of references for technical design of the new development areas, granting construction permits having in mind one of its priorities – the well-being of the residents of Klaipėda City.

Since the municipality is responsible for urban planning, territorial development, and ensuring the well-being of residents, the primary need would be to ensure that the port integrates into the city's planning processes and monitors the impact of port activities on local infrastructure and residents. In line with sustainable development goals and aiming to reduce negative environmental impacts on residents, the Klaipėda City Municipality expects the port to reduce its negative environmental impact on surrounding communities,

actively participate in local planning processes, and address residents' concerns in the context of port activities.

General public

Klaipėda City residents represent individuals and communities that may be directly or indirectly affected by the port operations. Since the port is in a very close proximity to the residential areas, the impact on the residents and the environment is perceived by the residents is an important issue.

Since the port is a crucial strategic, cargo and passenger transportation object in Lithuania, inhabitants of Lithuania in general are demonstrating interest in port's environmental impact and its activities. The environmental reports and other port's environmental information should be made publicly available. General public also includes a specific subcategory of port customers, such as passengers of the ferries and cruise ships, that can have a direct contact with port's facilities and environment.

Vulnerable groups represent people or groups of people that may be affected by the port by virtue of their physical disability, social or economic standing and similar reasons. These can be ethnic minority groups, elderly people, disadvantaged socially supported people, unemployed youth, disabled persons. Some individuals within these vulnerable groups can be more sensitive to environmental impacts, such as dust and noise emission, odour from the cargo handling or oil.

The main needs of the general public are clear and targeted information about the port's environmental impact and transparency regarding the measures taken to reduce environmental pollution. The community expects the port to actively address environmental issues such as coastal erosion and provide regular reports on measures that reduce pollution and improve air/water quality. It is also expected that the port will maintain open communication channels regarding environmental and development issues and actively participate in public consultations on port development.

Vulnerable groups, such as people with disabilities, elderly individuals, and socially disadvantaged groups, may be more sensitive to the environmental impacts of port activities. Their needs include protection from environmental pollution, including noise, dust, and air pollution. They expect the port to ensure the minimization of environmental impact and take measures to protect their health and well-being. Vulnerable groups expect the port to implement measures and communication methods that ensure they receive all relevant information.

Port tenants

Tenants are various Lithuanian and international companies, that rent the land and operate in the port's territory. The majority of the companies are responsible for key port operations, such as cargo handling, passenger transportation, ships' repair and building. They are responsible for the main services that the port provides, as well as environmental impact resulting from port activities. Since port tenants are the main profit generators for the port, it makes them one of the most influential stakeholders.

Port tenants have practical needs related to land leasing, infrastructure development, and compliance with environmental regulations. They expect KSSA to provide clear expected environmental guidelines, ensure support in adhering to established environmental standards and goals, and offer opportunities to participate in joint projects aimed at reducing environmental impact. Additionally, they expect KSSA to maintain effective collaboration and open communication when addressing various issues. The main needs of tenants also include business continuity, price stability, and risk management, so they expect the port to ensure stable and reliable infrastructure development that meets their operational requirements.

Non-governmental organisations (NGOs)

Organisations that have direct interest in the social and environmental aspects of the port operations and that can influence the port directly or through public opinion. There are many NGOs that are or could potentially be interested in the activities that port perform and on the impact that it has or could have on the environment.

NGOs expect the port to actively engage in dialogue with them and provide opportunities to participate in public consultations. The needs of NGOs include transparent and open communication regarding environmental and social impacts, as well as the opportunity to participate in decision-making processes, especially when it comes to environmental matters.

Other interest groups

National law enforcement institutions, emergency services (e.g. firefighters), utility owners and operators (having the expectations from the port to use their services as agreed in the contracts, such as wastewater treatment and drinking water providers) and local mass media. Other service providers include consultants, analytical laboratories or supplies to the port and other temporary assignment services.

The main needs of these stakeholders include effective collaboration, clear coordination with the port regarding infrastructure usage and emergency management, and the fulfillment of contractual obligations. Other groups expect the port to adhere to agreements and ensure that its operations do not disrupt critical service provision. Additionally, there is an expectation that the port will ensure a high level of safety and risk management, especially in the event of environmental emergencies. Compliance with appropriate service delivery standards and transparency is essential, as is reliable and timely cooperation with stakeholders, along with guaranteed sharing of knowledge and resources.

7. ENVIRONMENTAL OBJECTIVES, ACTIONS AND PROJECTS

NEW ACTION PLAN

Based on the port's environmental review, legal compliance assessment and the environmental policy, the set of actions has been updated, since the last report (Table 7). It

represents main areas of interest that are in line with defined significant environmental aspects. Action plan is a roadmap for achieving objectives and included specific actions together with a set of indicators for completion to control its implementation.

Table 7. Action plan of KSSA.

Specific objective	Actions	Related KPI and aspect (see Table 4 and 6 for full description)	Timeframe	Responsible structural unit/expert	Indicator for completion
Strategic goal: Ensure compliance with national and international environmental legislation and regulations related with port activities as well as environmental requirements, including environmental management system requirements					
Ensure compliance with national and international legal requirements	Annual review of legal aspects related to port activities and compliance check	MPI3 MPI4 MPI5 All aspects	Constantly, annual control	Sustainability and Environmental Protection Division, Legal Division	Legal reviews conducted
Build and maintain a competent, ambitious goal-oriented team	Ensure regular environmental training for port employees	MPI2 MPI8 MPI9 All aspects	Annually	Administration and Supply Division, Sustainability and Environmental Protection Division	Training activities for staff (% of employees that had environmental training/total staff in a year)
	Ensure regular meetings for the risk and environmental aspects re-evaluation	The action is planned as additional measure to ensure the compliance with environmental management system and adoption of the best practice All aspects	4 times per year	Sustainability and Environmental Protection Division	Number of meetings per year
Improve reputation of port through improved	Develop and publish Environmental reports biennially and non-financial report annually	MPI6 All aspects	Once per year or once in two years	Sustainability and Environmental Protection Division	Number of downloads of the report

Specific objective	Actions	Related KPI and aspect (see Table 4 and 6 for full description)	Timeframe	Responsible structural unit/expert	Indicator for completion
transparency in the field of environmental management	Provide information and environmental monitoring data on the port website	MPI6 All aspects	Constantly	Sustainability and Environmental Protection Division, Communications and Marketing Division	Number of visits of the relevant page
Strategic goal: Eliminate or minimise as much as practically possible all kind of environmental pollution					
Overall objective: Eliminate or minimize as much as technically possible the impact of port activities on water quality contributing to achieving and maintaining good water quality in the vicinity of port area					
Reduce the amount of undertreated rainwater discharged into the natural environment	Supervise and ensure implementation of the measures planned by port tenants for rainwater treatment and discharge in the port area.	The related environmental aspect (risk) has not been assessed as significant in the latest assessment, as the untreated rainwater discharge has been better managed since. Therefore, there is no significant need to include the related KPI among the other KPIs but it is still important to keep the track of the situation and include it in the action plan in case the significance of the	2 times a year	Sustainability and Environmental Protection Division	List of requests for updates from the KSSA

Specific objective	Actions	Related KPI and aspect (see Table 4 and 6 for full description)	Timeframe	Responsible structural unit/expert	Indicator for completion
		aspect changes.			
Ensure rapid localization of oil spills and other pollutants within max 3h	Provision of regular training to responsible employees – at least once a year	MPI7 MPI8 OPI19 The related aspect is not in the list anymore of significant aspects but it is still important to monitor	Annually	Department of Operational Resilience, Sustainability and Environmental Protection Division	Recorded time of localization Number of trainings conducted
	Improve or introduce a new spill detection and notification system	MPI7 MPI10 OPI19 The related aspect is not in the list anymore of significant aspects but it is still important to monitor	2027	Information Systems Division, Sustainability and Environmental Protection Division	% of spills detected by the automated system
	Introduce real-time water quality and spill monitoring system to more efficiently detect the polluter	MPI7 MPI10 OPI19 The related aspect is not in the list anymore of significant aspects but it is still important to monitor	2027		Selected monitoring system introduced
Reduce the TBT pollution in the port	Introduce new technologies in sediment reutilization / reuse	ECI2 The related aspect is not in the list anymore of significant aspects but it is still important to monitor	2027	Sustainability and Environmental Protection Division, Infrastructure Department	New technology introduced

Specific objective	Actions	Related KPI and aspect (see Table 4 and 6 for full description)	Timeframe	Responsible structural unit/expert	Indicator for completion
Overall objective: Eliminate or minimize as much as technically possible air pollution in the vicinity of port area by controlling and reducing direct and indirect emission to air and dispersion of pollution					
Improve environmental monitoring and operational control to minimise or reduce air pollution, including dust and odour from all port activities	Improve air monitoring system by purchasing new reference method or equivalent air quality monitoring equipment	ECI5 OPI-AQ9 OPI-AQ10 OPI-AQ11 OPI-AQ12 Emissions of air pollutants	2027	Sustainability and Environmental Protection Division, Technological Equipment Division	Purchased equipment
	Ensure regular analysis and assessment of monitoring data and produce annual reviews of data	MPI6 Emissions of air pollutants	Constantly, annually	Sustainability and Environmental Protection Division	Number of assessment reports
Overall objective: Eliminate or minimize as much as technically possible noise pollution resulting from port activities and reduction of impact of neighbouring territories					
Improve environmental monitoring and operational control to minimise or reduce noise pollution and vibration	Ensure noise measurements and assessment to not exceed the hygiene norms, when concerns expressed by stakeholders	ECI4 MPI4 MPI5 Noise Noise and vibration	Constantly	Sustainability and Environmental Protection Division, Technological Equipment Division	Exceedances of legally defined noise limits
	Ensure regular analysis and assessment of monitoring data and produce annual reviews of data	MPI6 Noise Noise and vibration	Ensure constantly, report annually	Sustainability and Environmental Protection Division	
	Assess implementation of actions envisaged by Klaipėda city noise reduction action plan 2024-2028	ECI4 Noise Noise and vibration	During the period of implementation (2024-2028)	Sustainability and Environmental Protection Division	
	Ensure control of noise and vibration level related to construction, dredging activities, via controlling implementation of contractual conditions	ECI4 Noise Noise and vibration	Constantly	Sustainability and Environmental Protection Division	Control of monitoring conducted by contractor
Strategic goal: Strive to become energy efficient and climate neutral port					
Overall objective: Reduce direct and indirect GHG emissions associated with port activities					
Reduce GHG	Calculate the change of emissions after	OPI-GHG1 OPI-GHG2	2027	Sustainability and	The change of emissions

Specific objective	Actions	Related KPI and aspect (see Table 4 and 6 for full description)	Timeframe	Responsible structural unit/expert	Indicator for completion
emissions from operation of KSSA own fleet by renewing fleet increasing use of electricity instead of fossil fuels reaching 10% of energy consumption by the end of 2026	purchasing of new vessels once they are in operation	OPI-GHG3 OPI-GHG4 OPI-GHG5 OPI-GHG6 OPI-AQ7 OPI-AQ8 OPI-AQ9 OPI-AQ10 OPI-AQ11 OPI-AQ12 OPI-AQ13 OPI-AQ14 OPI-EN15 OPI-EN16 OPI-EN17 OPI-EN18 GHG emissions Emissions of air pollutants Use of resources		Environmental Protection Division, Port Fleet Division	
	Promote use of hydrogen within port territory and Klaipėda city and attract new users (indicator – agreements reached)	OPI-GHG1 OPI-GHG2 OPI-GHG3 OPI-GHG4 OPI-GHG5 OPI-GHG6 OPI-AQ7 OPI-AQ8 OPI-AQ9 OPI-AQ10 OPI-AQ11 OPI-AQ12 OPI-AQ13 OPI-AQ14 OPI-EN15 OPI-EN16 OPI-EN17 OPI-EN18 GHG emissions Emissions of air pollutants Use of resources	Constantly	Commercial Department, Sustainability and Environmental Protection Division	Number of agreements reached for the usage of hydrogen
Increase share of	Consider and analyse possibilities of	OPI-EN15 OPI-EN16	2026	Department of Strategic	Description of the

Specific objective	Actions	Related KPI and aspect (see Table 4 and 6 for full description)	Timeframe	Responsible structural unit/expert	Indicator for completion
renewable energy used in the port	implementation of the suggested measures stated in the study "Analysis of the strengthening of critical infrastructure for electricity supply and the optimization/modernization of electricity consumption by the Klaipėda State Seaport Authority and port tenants in the context of the Green Deal"	OPI-EN17 OPI-EN18 Use of resources		Projects, Infrastructure department	possibilities analysed and / or implemented
Reduce GHG and air pollutant by ensuring relevant vessels in port are using onshore power supply according to the relevant legislative requirements by 2030	Development of onshore power supply (OPS) infrastructure for all container and cruise ships by 2030 year	OPI-GHG1 OPI-GHG2 OPI-GHG3 OPI-GHG4 OPI-GHG5 OPI-GHG6 OPI-AQ7 OPI-AQ8 OPI-AQ9 OPI-AQ10 OPI-AQ11 OPI-AQ12 OPI-AQ13 OPI-AQ14 OPI-EN15 OPI-EN16 OPI-EN17 OPI-EN18 GHG emissions Emissions of air pollutants Use of resources	2030	Sustainability and Environmental Protection Division, Infrastructure department, Department of Strategic Projects	Progress on the development
Improve GHG emission accounting	Develop a pilot project analysing scope 3 GHG emissions in all emission categories and identify key emission sources	OPI-GHG5 OPI-GHG6 GHG emissions	2027	Sustainability and Environmental Protection Division	Identified key emission sources
Overall objective: Improve energy efficiency in the port and reduce use of natural resources					
Ensuring the rational use of	Monitor energy consumption	OPI-EN15 OPI-EN16 OPI-EN17	Annually	Sustainability and Environmental	Electricity used in KSSA

Specific objective	Actions	Related KPI and aspect (see Table 4 and 6 for full description)	Timeframe	Responsible structural unit/expert	Indicator for completion
energy resources compared to 2022		OPI-EN18 Use of resources		Protection Division	operations, % KSSA own consumed energy, total and % of renewable energy used
Strategic goal: Become a more reliable port by minimising environmental risks associated with port operation, including potential impact on geomorphological conditions.					
Overall objective: Ensure low level of environmental risks at the port territory					
Ensure high level of risk management in the port area and tenants	Conduct regular reviews of the port tenants' risk management	OPI19 MPI5 MPI10 All aspects	Annually	Department of Operational Resilience	Number of audits per year
	Conduct emergency response trainings	MPI9 All aspects	Annually	Department of Operational Resilience, Port Control Division	Number of trainings conducted per year
	Improve training material and the execution of trainings in pollution prevention and emergency response for responsible KSSA employees	OPI19 MPI4 MPI5 MPI8 MPI9 All aspects	2026	Department of Operational Resilience, Port Control Division	Documented improved training material
	Encourage port tenants to improve their risk management and pollution prevention systems	MPI10 All aspects	Constantly	Department of Operational Resilience	Number of tenant internal emergency plan assessments
Overall objective: Reduce impact of port activities and development on geomorphological conditions of the region					
Reduce potential negative impact of port activities of coastal erosion processes	Conduct regular monitoring of geomorphological conditions, including coastal, bottom sediment and underwater slope morphology dynamics monitoring	ECI1 ECI2 Change in coastline	Based on the Environmental monitoring programme	Sustainability and Environmental Protection Division, Infrastructure Department, projects managers	Monitoring of coastal processes based on Environmental monitoring programme
	Implementation of necessary	ECI1 ECI2	Based on the Environment		Implementation of the

Specific objective	Actions	Related KPI and aspect (see Table 4 and 6 for full description)	Timeframe	Responsible structural unit/expert	Indicator for completion
	compensation measures to reduce negative impacts on coastline based on the conditions included in the Environmental Impact Assessment ³	Change in coastline	al Impact Assessment		measures based on the Environmental Impact Assessment
	Implement additional compensation measures to reduce negative impact on the coastline	ECI1 Change in coastline	2027		Additional measures selected and foreseen in the budget

8. CONTACT INFORMATION



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³ Klaipėdos valstybinio jūrų uosto išorinio ir vidinio laivybos kanalo tobulinimo (gilinimo ir platinimo), pietinio ir šiaurinio bangolaužių rekonstravimo (statybos) ir dalies Kuršių nerijos šlaito tvirtinimo bei pietinių uosto vartų statybos poveikio aplinkai vertinimas

9. ANNEXES

1. REGISTER OF SIGNIFICANT ENVIRONMENTAL ASPECTS AND LEGAL REQUIREMENTS.

Environmental Aspect	Exposure pathway / Impact on	Activity	Source	Applicable legislation	Legal requirements	Control measures
GHG emissions	Climate change, impact on human health and environment	Combustion of fuel by engines (PO)	KSSA owned vessels	4 11 Article 15	9: fuel accounting, declare pollution from vehicles and pay pollution tax for a ton of fuel used	Monitoring of GHG emissions in GISGRO system since 2024 The register of the usage of fuel by KSSA
			Dredging machine/equipment	12 Annex 2		
		Movement in port (PT)	Vessels and ships	21	27: building infrastructure for refuelling	
		Use of auxiliary engines while moored at port (PT)	Vessels and ships	27 Article 4, 6, 9 28	29: climate action	
		Operation of equipment (PT)	Cranes and other equipment involved in loading and unloading of cargo	4 9 Article 5-9, Annex 5 11 Article 15	9: fuel accounting, declare pollution from vehicles and pay pollution tax for a ton of fuel used	
		Transportation of cargo by road transport (PT)	Road transport	12 Annex 2 27 28	27: building infrastructure for refuelling	

Environmental Aspect	Exposure pathway / Impact on	Activity	Source	Applicable legislation	Legal requirements	Control measures
Emission of air pollutants (excluding dust)	Air pollution, impact on human health and environment	Transportation of cargo by road transport (PT)	Road transport	4 8 Article 17 9 Article 5-9, Annex 5 10 11 Article 15 13 24 Article 5, 9-12 25 26 Chapter III	9: fuel accounting, declare pollution from vehicles and pay pollution tax for a ton of fuel used	Monitoring of air pollutants in GISGRO system from 2024 KSSA has plans, indicated in the new action plan, to acquire reference method air pollution monitoring stations and place it in the port territory to monitor air pollution more effectively and be able to react instantly in cases of possible exceeded pollution
		Use of auxiliary engines while moored at port (PT)	Vessels and ships	4 7 8 Article 17	9: fuel accounting, declare pollution from vehicles and pay pollution tax for a ton of fuel used	
		Movement in port (PT)		9 Article 5-9, Annex 5 10 11 Article 15 13 18 19 Regulation 13	18: limit the sulphur content in fuel oil to 0.5 % 19: control of NOx emissions 26: limitation of 0.1% sulphur content fuels for vessels at berth	

Environmental Aspect	Exposure pathway / Impact on	Activity	Source	Applicable legislation	Legal requirements	Control measures
				26 Chapter III		
		Reconstruction of the port quays 21, 22, 23 and construction of quays 21A, 22A, 23A at Naujoji Uosto g. 3, dredging of the water area adjacent to the quays, and construction of an administrative building at Naujojo Sodo g., Klaipėda (PO)	Development of new port area (northern part)	4 7 8 Article 17 9 10 11 Article 15, Section 4-5 13 14 19 Regulation 13	9: fuel accounting, declare pollution from vehicles and pay pollution tax for a ton of fuel used 19: control of NOx emissions 26: 0.1% sulphur content fuels for vessels at berth	
		Port area extension to the port water area, development of the southern part (inc. development of the southern gates, leisure boats infrastructure) (PO)	Development of new port area (southern part)	21 24 Article 9-12 26 Chapter II, III		
		Port area extension to Jurbarkas, creating a water way on Nemunas river for bulk cargo	Development of new port area in Jurbarkas			

Environmental Aspect	Exposure pathway / Impact on	Activity	Source	Applicable legislation	Legal requirements	Control measures
		transportation (PO)				
Change in coastline	Changes of coastal erosion, impact of man-made and natural structures	Use of wave breakers (PO)	Wave breakers	4 7 14 15 16 17 21 Annex 1 24 Article 9 30 31 32 33		Monitoring (based on monitoring program required by the state, reported annually)
Use of resources (energy, electricity, fuel)	Depleting of natural resources	Port area extension to the port water area, development of the southern part (inc. development of the southern gates to the port (wave breakers), leisure boats infrastructure) (PO)	Development of new port area (southern part)	10 Article 15, Section 4 20 Article 7 22 23 30 31 32 33		Accounting of the usage of electricity and other resources from KSSA and port tenants based on the KPIs set in the first PERS report Monitoring of the use of energy in GISGRO system from 2024
		Reconstruction of the port quays 21, 22, 23 and construction of quays 21A, 22A, 23A at Naujoji Uosto g. 3,	Development of new port area (northern part)			

Environmental Aspect	Exposure pathway / Impact on	Activity	Source	Applicable legislation	Legal requirements	Control measures
		dredging of the water area adjacent to the quays, and construction of an administrative building at Naujojo Sodo g., Klaipėda (PO)				
		Port area extension to Jurbarkas, creating a waterway on Nemunas river for bulk cargo transportation (PO)	Development of new port area in Jurbarkas			
		Operation of hybrid pilot boat (PO)	Hybrid pilot boats			
		Onshore power supply for Ro-Ro / RO-PAX from 2026 (PT)	Vessels and ships			
		Movement in port (PT)				
		Use of auxiliary engines while moored at port (PT)				
Noise emission	Disturbance from noise, impact on human health and environment	Operation of equipment (PO)	Cranes and other equipment involved in loading and unloading of cargo	1 Articles 14, 28, 31 2 3	2: Noise level from economic activities near the facades of residential and public buildings, as well as in children's playgrounds and sports grounds, quiet recreation areas for the	Certificated noise measurements are being performed on demand by licenced service provider, that KSSA has a contract with. On the events of complaints or suspected

Environmental Aspect	Exposure pathway / Impact on	Activity	Source	Applicable legislation	Legal requirements	Control measures
		Movement of containers (PT)	Container cargo		elderly and disabled people – the day 55 dBA, evening 50 dBA, night 45 dBA	exceeded noise, experts perform measurements. Monitoring complaints and immediately acting in case of urgency. KSSA has plans, indicated in the new action plan, to acquire reference method noise monitoring stations and place it in the port territory to monitor noise more effectively and be able to react instantly in cases of possible exceeded noise
		Movement of cargo (PT)	General and packed cargo			
Noise emission and vibration		Reconstruction of the port quays 21, 22, 23 and construction of quays 21A, 22A, 23A at Naujoji Uosto g. 3, dredging of the water area adjacent to the quays, and construction of an administrative building at Naujojo Sodo g., Klaipėda (PO)	Development of new port area (northern part)	1 Articles 14, 28, 31 2 3 4 5 6 14		Contractual agreements with port contractors to ensure the compliance with environmental requirements
		Port area extension to Jurbarkas, creating a water way on Nemunas river for bulk cargo transportation (PO)	Development of new port area in Jurbarkas			
		Work of engine, operation of equipment (PO)	Construction (major projects) equipment and machinery			
		Port area extension to the	Development of new port			

Environmental Aspect	Exposure pathway / Impact on	Activity	Source	Applicable legislation	Legal requirements	Control measures
		port water area, development of the southern part (inc. development of the southern gates, leisure boats infrastructure) (PO)	area (southern part)			

2. LIST OF LEGAL REQUIREMENTS

1. Law on Noise Management of the Republic of Lithuania (26 October 2004, No. IX-2499) (current consolidated version as of 02-01-2023)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.244674/asr>
2. Order of the Minister of Health of the Republic of Lithuania No V-604 of 13 June 2011 "On the approval of the Lithuanian hygiene standard HN 33:2011 "Noise limit values in residential and public buildings and their environment" (current consolidated version from 13-02-2026 to 31-12-2027)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.402074/asr>
3. Order of the Minister of Health of the Republic of Lithuania of 21 July 2005, No. V-596 "On the approval of the description of the procedure for the assessment of the impact of noise on public health"
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.260224?jfwid=q86m1vqqw>
4. Law on Environmental Protection of the Republic of Lithuania (30 January 1992, No. I-2223)(current consolidated version from 13-01-2026 to 20-05-2026)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.2493/asr>
5. Order of the Minister of Social Security and Labour of the Republic of Lithuania and the Minister of Health of the Republic of Lithuania of 2 March 2004 No. A1-55/V-91 "On the approval of the provisions on the protection of workers against the risk of vibration" (current consolidated version as of 01-11-2014)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.228686/asr>
6. Order of the Minister of Health of the Republic of Lithuania of 31 December 2003, No V-791 "On the approval of the Lithuanian hygiene standard HN 50:2016 "Whole-body vibration: maximum permissible values and requirements for measurement in residential, special and public premises" (current consolidated version as of 01-05-2017)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.230885/asr>
7. Law on Protection of the Marine Environment of the Republic of Lithuania (28 November 1997, No. VIII-512) (current consolidated version as of 01-02-2022)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.46541/asr>
8. Law on Ambient Air Protection of the Republic of Lithuania(4 November 1999, No. VIII-1392) ((current consolidated version from 01-10-2024 to 30-04-2026)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.90063/asr>
9. Law on Environmental Pollution Tax of the Republic of Lithuania (13 May 1999, No. VIII-1183) (current consolidated version from 01-01-2026 to 30-06-2026)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.80721/asr>
10. 1973 International Convention for the Prevention of Pollution from Ships (MARPOL)
[https://www.imo.org/en/about/Conventions/Pages/International-Convention-for-the-Prevention-of-Pollution-from-Ships-\(MARPOL\).aspx](https://www.imo.org/en/about/Conventions/Pages/International-Convention-for-the-Prevention-of-Pollution-from-Ships-(MARPOL).aspx)
11. Law on Alternative Fuels of the Republic of Lithuania (23 March 2021, No. XIV-196) current consolidated version from 01-01-2026)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/0409c522915c11eb998483d0ae31615c/asr>

12. Order of the Minister of the Environment of the Republic of Lithuania of 9 August 2024 No D1-271 "On the approval of the procedure for the monitoring, accounting, and reporting of greenhouse gas emissions by operators and aircraft operators participating in the European Union greenhouse gas emission allowance trading scheme" (current consolidated version as of 09-08-2024)
<https://www.e-tar.lt/portal/lt/legalAct/c1cc71e0562311efbdaea558de59136c>
13. Order of the Minister of the Environment of the Republic of Lithuania of 10 March 2021, No. D1-143 "On the approval of the description of the procedure for calculation of the tax for environmental pollution and concealed pollution from mobile sources of pollution" (current consolidated version as of 01-01-2026)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/6b27144181e111eb9fc9c3970976dfa1/LqAQNIldawS>
14. Law on Environmental Impact Assessment of Planned Economic Activities of the Republic of Lithuania (current consolidated version from 01-01-2026 to 20-02-2026)
<https://www.e-tar.lt/portal/lt/legalAct/TAR.0539E2FEB29E/asr>
15. Law on Protected Territories of the Republic of Lithuania (9 November 1993, No. I-301) (current consolidated version from 01-01-2026 to 31-12-2026)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.5627/asr>
16. Law on Water of the Republic of Lithuania (21 October 1997, No. VIII-474) (current consolidated version from 01-01-2025)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.45987/asr>
17. Law on the Seaside Strip of the Republic of Lithuania (2 July 2002, No. IX-1016) (current consolidated version from 01-11-2024)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.171375/asr>
18. IMO: Global 0.5% sulphur cap on marine fuels in 2020
<https://www.imo.org/en/MediaCentre/HotTopics/Pages/Sulphur-2020.aspx>
19. IMO NOx Tier III requirements for vessels built from 1-1-2021 operating in the North and the Baltic Seas (NECAs)
[https://www.imo.org/en/OurWork/Environment/Pages/Nitrogen-oxides-\(NOx\)-%E2%80%93Regulation-13.aspx](https://www.imo.org/en/OurWork/Environment/Pages/Nitrogen-oxides-(NOx)-%E2%80%93Regulation-13.aspx)
20. Law on Energy Efficiency Improvement of the Republic of Lithuania (3 November 2016, No. XII-2702) (current consolidated version from 01-10-2025)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/1bd85ba0a27b11e68987e8320e9a5185/asr>
21. Order of the Minister of the Environment of the Republic of Lithuania No. D1-546 of 16 September 2009 "On Approval of the Regulations on Environmental Monitoring of Economic Entities" (current consolidated version as of 01-11-2021)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.353115/asr>
22. Renewable Energy Law of the Republic of Lithuania (current consolidated version as of 01-01-2026)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.398874/asr>
23. Law on Excise Duty of the Republic of Lithuania (current consolidated version from 01-01-2026 to 31-12-2026)
<https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.154511/asr>

24. Law on Environmental Monitoring of the Republic of Lithuania (30 October 2001, No IX-569) (current consolidated version as of 24-12-2024) <https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.47236/asr>
25. Order of the Minister of the Environment of the Republic of Lithuania No. 89 of 8 March 2000 "On the approval of the environmental normative documents LAND 14-2015 and LAND 15-2015" (current consolidated version from 01-01-2024) <https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.97168/asr>
26. Order of the Minister of Energy of the Republic of Lithuania, the Minister of the Environment of the Republic of Lithuania, the Minister of Transport and Communications of the Republic of Lithuania No. 1 -348/D1-1014/3-742 "On the Approval of the Compulsory Quality Indicators for Petroleum Products, Biofuels and Liquid Fuels Used in the Republic of Lithuania" (current consolidated version as of 30-11-2024) <https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.389888/asr>
27. Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU <https://eur-lex.europa.eu/eli/reg/2023/1804/oj>
28. Law on Climate Change Management of the Republic of Lithuania (7 July 2009, No. XI-329) (current consolidated version from 01-01-2026 to 31-12-2026) <https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.349514/asr>
<https://www.imo.org/en/OurWork/Environment/Pages/Anti-fouling.aspx>
29. Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing a framework for the achievement of climate neutrality and amending Regulations (EC) No. 401/2009 and (EU) 2018/1999 (the European Climate Act) <https://eur-lex.europa.eu/legal-content/LT/TXT/?uri=CELEX%3A32021R1119>
30. Resolution of the Government of the Republic of Lithuania On the costal management of the Republic of Lithuania (24 January, 2005, No. 63) (current consolidated version from 25-10-2024) <https://www.e-tar.lt/portal/lt/legalAct/TAR.BAC395B51F04/yCLrhVvQDk>
31. Order of the Minister of Transport and Communications of the Republic of Lithuania No 3-70 –(E) of 17 February 2014 “On the approval of the rules for the use of the Klaipėda State Seaport“ (current consolidated version from 01-01-2026) <https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/f23192a0984411e3aad2c022318814db/asr>
32. Order of the Minister of Transport and Communications of the Republic of Lithuania No. 3-4333 of 16 August 2024 “On the approval of the rules for the design, dredging, bottom cleaning, and technical maintenance of the Klaipėda State Seaport water area” (current consolidated version from 25-09-2025) <https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.239472/asr>
33. Order of the Minister of the Environment of the Republic of Lithuania No 77 of 26 February 2002 “On the approval of the environmental protection regulatory document LAND 46A-2002 "Rules for soil excavation in sea and sea port water areas and disposal of excavated soil” (current consolidated version from 01-05-2024) <https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.162103/LbLABhIkIE>