

We are committed to building the pipeline in the most environmentally friendly and sustainable way. The route and construction period have been defined in consultation with national authorities to minimise potential impacts on the sensitive Baltic Sea environment. Our team also benefits from the experience of the existing Nord Stream Pipeline.

Independent contractors will monitor the actual impacts on the environment and marine life before, during and after construction along the pipeline route across 12 categories. This ensures that construction impacts remain within the limits laid out in approved permitting documents, in addition to providing details for reporting on the mitigation measures implemented.

National monitoring programmes prepared in the countries whose waters the pipeline passes through verify compliance with the project's permit provisions. The results will be provided to the national authorities and in summary reports disclosed on our website.

WATER QUALITY

As a top priority throughout the project, water quality is measured according to turbidity, or cloudiness caused by suspended seabed sediment, to ensure that relevant threshold values are not exceeded. Turbidity plumes are tracked with optical sensors and water sampling to measure levels of suspended sediment in the areas where seabed intervention works are performed. Chemical analysis of water samples shows whether changes in water quality have occurred.

UNDERWATER NOISE

Activities that cause underwater noise, such as munitions clearance and rock placement, will be monitored with hydrophones. Noise from munitions clearance, which has the highest potential to negatively impact wildlife, was reduced where necessary with the use of bubble curtains that attenuate sound.

BIRDS

Seabirds are monitored from land, sea and air in the coastal and marine areas near the Russian and German landfalls. These areas are particularly important for migration, nesting, and foraging. The resulting data on their distribution and population trends are used to determine any construction impacts.

BENTHIC FLORA & FAUNA

Benthic flora and fauna are monitored to document changes during construction, and their subsequent recovery after pipeline operation begins. Epifauna is expected to colonise the finished twin pipeline in areas with favourable conditions, and growth will be recorded as part of post-construction recovery studies. Infauna is monitored where dredging or trenching will disturb the seabed to follow its recovery as well.

Swedish section



Finnish section



Russian section



Narva Bay

SWEDEN

LATVIA

NATURA 2000

Should the alternative North- Western route be installed, detailed monitoring of the Natura 2000 site "Adler Grund and Rønne Banke" will be performed before and after construction to demonstrate that there are no impacts on the protected habitats.

MUNITIONS

The Baltic Sea was subject to extensive mine placement during certain conflicts and used for munitions dumping after the World Wars. The pipeline route was adjusted to avoid such objects wherever possible, though a number of conventional munitions had to be cleared. The impact of clearance was reduced with the use of various mitigation measures. Additionally, monitoring of chemical warfare agents in seabed sediments will be performed to demonstrate that contaminants are not spread during construction.

MARINE MAMMALS

A variety of monitoring methods determine whether increased turbidity and vessel activity during construction have impact on marine mammal populations. Hydrophones are used to assess if underwater noise could have any effect on the resident populations, while visual observations and tracking are conducted to evaluate potential behavioural changes.

ONSHORE MONITORING

Extensive assessment of biological and physico-chemical parameters takes place at the landfalls in Russia and Germany. Emissions and noise levels are measured near residential areas to ensure minimal disturbance and compliance with regulatory thresholds. Baseline monitoring of flora and fauna also documents the state and variety of local populations. In the sensitive areas at the Russian landfall, monitoring of plants and animal life is performed throughout construction and into the early operation of the pipeline.

SEDIMENT TRANSPORT

The seabed around the pipelines will be monitored to verify that they do not hinder natural sediment movements or impact the topographical environment along the route.

CULTURAL HERITAGE

Objects of cultural value along the route are monitored with video surveys before and after construction. Consultations with the national cultural heritage authorities are also ongoing to ensure that these artefacts are assessed and safeguarded.

MARITIME TRAFFIC

Ship traffic will be monitored during construction using a tracking network like the automatic identification system (AIS). This will demonstrate that commercial ships can safely and freely navigate around construction vessels.

FISH & FISHERIES

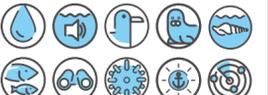
Potential changes to fishery patterns, fish catches or fishing behaviour are evaluated during and after the pipeline installation. Bottom trawling patterns will need to be adapted in certain areas due to the presence of the pipelines, but these could potentially become a new habitat for fish.

Alternative North-Western Route proposed in response to new Danish legislation

Danish section



German section



Lubmin near Greifswald

GERMANY

POLAND

RUSSIA

LITHUANIA

DENMARK