

Public

Environmental and Social Data Sheet

Overview

Project Name:	ROAD DC403 SKURINJE PORT OF RIJEKA (SPL 20140375)
Project Number:	2018-0110
Country:	Croatia
Project Description:	<i>Construction of state road DC403 from Skurinje interchange to the Port of Rijeka. The DC403 will run from the Skurinje Node on highway A7 to the Core network maritime Port of Rijeka, mainly through a tunnel. The objective is to remove the bottleneck between the Port of Rijeka and its hinterland. The road D403 will effectively connect the Port of Rijeka (Zagreb pier) to the highway A7, both part of the TEN-T network, Mediterranean Corridor (Rijeka-Zagreb-Budapest). The project benefits from a EU grant under ESIF.</i>
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

Environmental and Social Assessment

Environmental Assessment

The project stems from the Transport Development Strategy of the Republic of Croatia, 2014-2030, for which a Strategic Environmental Assessment was performed during 2014 and an SEA decision was adopted in July 2015. The public was involved in the whole process of preparation of the Transport Strategy. The Non-Technical Summary for the Transport Strategy together with SEA related documents including SEA decision are available through the relevant web pages.

The project is included in the Operational Programme Competitiveness and Cohesion for the Implementation of the EU Cohesion Policy 2014-2020 under priority axis 7 Correlation and Mobility (selected thematic objective "to promote sustainable transport and eliminating bottlenecks in key network infrastructures, investment priority - 7a Supporting multimodal Single European transport area by investing in the TEN-T").

The project falls under Annex II of the EIA Directive, point 10(e) – Construction of roads, harbours and port installations, including fishing harbours (projects not included in Annex I).

In a Feasibility study, prepared in 2016, environmental aspects were considered for the three alternative alignments. The selected variant was then subject to a detailed EIA, performed during 2017-2018.

Description of the project assessed within the EIA:

- Total length: 2.977 km
- Viaducts: viaduct "Piopi": 316 m; viaduct "Mlaka"; 144 m
- Tunnels: Podmurvice tunnel, total length of 1.255 km

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.

Information on the EIA Study and Non-technical summary was published on the web page of the Ministry of Environmental Protection and Energy on 31 August 2017. Information on public consultation was published in Novi list newspaper and on the web page of Primorsko-goranska County and the Ministry of Environmental protection and Energy. Public consultation was held in Rijeka from 19 December 2017 to 20 January 2018, with the public presentation held in Rijeka on 15 January 2018.

The EIA decision with approval of the project was issued on 13 April 2018 by the Ministry of Environmental Protection and Energy. The impacts of the project on surface and ground water systems, air quality, noise, vibration, soil, cultural protection, climate change as well as Natura 2000 sites were assessed in the EIA Report. The EIA Report lays down the mitigation measures to reduce negative impacts and monitoring for each area specifically due to the execution of the works for both construction and operation.

The main mitigation measures envisaged are:

- Noise protection measures such as noise barriers (total length of 343 m) and a longitudinal profile predominantly in cut and tunnels;
- Treatment of surface run-off water to avoid pollutants being dispersed into the environment as well as measures to contain potential accidental spills through closed drainage system.

The Habitats Directive and the Water Framework Directive were considered during the EIA and the project has been prepared while taking into account the requirements of the directives, as enacted into the local law. An appropriate assessment according to the Art. 6.3/6.4 Habitats Directive was not necessary to be undertaken due to the screening decision of the Nature Department of the Ministry of Environmental Protection and Energy issued on 18 January 2017.

The Project does neither cross nor have negative impacts on any Natura 2000 sites or protected areas. The closest sites to the Project are:

- Rječina (SIC HR2000658), some 3.0 km at its closest point;
- Kostrene submarine (SIC HR3000467), at some 6.2 km at its closest point;
- Gorski kotar i sjeverna Lika (SIC HR5000019), at more than 7.0 km at its closest point.

No Important Birds Areas are present in the vicinity of the project. The closest site to the Project is:

- Gorski kotar i sjeverna Lika (SPA HR1000019), at about 5.0 km at its closest point.

The project is located outside Croatia's special protected areas. The nearest protected zone is:

- Zamet kiln - nature mix - generic kiln located at a distance of about 1.9 km.

Finally, the project does not interfere with any natural heritage site.

The EIA Report confirms that the project does not involve a new modification to the physical characteristics of a surface water body, or alterations to the level of bodies of groundwater, which would deteriorate the status of a water body, or cause failure to achieve good water status/potential.

Along the roads separate and closed systems for collection of run-off water and eventual spillages due to accidents will be constructed. Collected water will be diverted to a treatment plant before its discharge to the sea.

Reduction of increased noise levels, where found necessary, will be mitigated by construction of sound barriers and planting of green screens.

The overall impact on biodiversity is limited, as the significant part of the project is located in a tunnel (neutral impact). During construction, 3 ha of existing green spaces will be impacted and will be replanted on new locations.

The main residual impacts relate to land take and the severance effect, although the latter is limited by the type of construction (tunnel and viaducts).

The main expected positive impacts of the project are:

- Reduction of noise and atmospheric emission of pollutants due to reduction in traffic congestion of urban areas adjacent to the Project;
- Reduction in CO2 emission due to shorter travel distance;
- Reduction of road traffic accidents;
- Landscape and living area improvements.

A **location permit** was issued by the Ministry of Construction and Spatial Planning in May 2007. Amendments to this permit were issued in April 2009, April 2011 and June 2018. The amendment of the Location Permit from June 2018 followed the EIA decision from April 2018 and incorporated the conclusions from the EIA procedure.

The project entails three **construction permits** (three phases of the project). They were obtained before the start of construction.

During construction, the temporary impacts expected relate to noise, emissions, land occupation and risk of accidental pollution, in particular related to the handling of the polluted soils. Appropriate mitigation of negative environmental impacts and monitoring are foreseen, in line with the applicable legislation.

Social Assessment

The project incurred an involuntary re-settlement of 19 families in Rijeka municipality. According to its website, the authorities solved the issue of 16 families whose properties were on the D403 road route, while the housing issue of three additional families was solved in cooperation with Croatian Roads and the Ministry of Physical Planning, Construction and State Property ([City of Rijeka website](#)).

Public Consultation and Stakeholder Engagement

- In the final EIA decision, information is provided regarding the public consultations, which took place between 19 December 2017 and 20 January 2018 in the City of Rijeka. Transboundary consultations were not performed due to the location of the project being in the middle of the city with no cross border effects. The documents related to the above-mentioned EIA process were made available to the public through the Ministry of Environment and Energy web page as well as the web pages of the Primorje-Gorski Kotar County.

Other Environmental and Social Aspects

- Due to its location in urban area, the tunnel construction, in particular initial stretches, is expected to negatively impact on the local population (vibration, noise). The municipality of Rijeka acknowledged noise levels above the limits during initial construction works ([City of Rijeka website](#)).

Conclusions and Recommendations

- The project parameters have been justified, and the alignment options have been adequately assessed. The project development took into account the environmental aspects and the related procedural requirements have been fulfilled.
- The project is acceptable for EIB financing in E&S terms.