Luxembourg, 23 April 2020

Public

Environmental and Social Data Sheet

Overview

Project Name:	ROAD CONNECTION TO SOUTH DALMATIA (SPL 20140375)
Project Number:	2018-0361
Country:	Croatia
Project Description:	The project represents a 32.5 km long 2x1-lane road including the construction of the 2.4 km long Peljesac bridge and 12 km of access roads, the improvement of 10.2 km of the existing D414 road and the construction of a 7.9 km bypass around the town of Ston. The project includes 4 tunnels totalling 5.6 km and several smaller bridges and viaducts and 2 service areas.
EIA required	yes
Project included in Carbon Footprint Exercise[1]:	no

Environmental and Social Assessment

Environmental Assessment

Strategic Environmental Assessment

An SEA was undertaken for the Interim OP Competitiveness and Cohesion and the Transport Development Strategy (TDS). Opinions from the public and local municipalities on the content of the SEA Study were received. A public presentation was organised on 27 November 2014.

The positive decision of the Ministry of Environment and Nature Protection (MoE) on the SEA was issued on 29 November 2014.

Environmental Assessment

The project falls under Point 10(e) of Annex II of the EIA Directive 2011/92/EU (hereinafter, the EIA Directive), therefore requiring an EIA screening. However, the national law goes beyond the minimum requirement by making EIA mandatory for the construction of state roads (Annex I point 15 of the Croatian Regulation on Environmental Impact Assessment (OG 61/14)).

The entire project is covered by two EIAs, which were undertaken for the preferred alternative as outlined in the feasibility study. This division did not diminish the importance of the assessment of the project's cumulative effects as a whole, its possible impacts on the environment and the integrity of the Natura 2000 sites. The EIAs were performed for the following sections of the road: Pelješac-bridge, and access road: Duboka (D8) - Zaradeže

[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.

(D414) further in the text referred to as Section I; and Sparagovići/Zaradeže (D414) - Đonta Doli (D8) (Ston bypass road) further in the text referred to as Section II.

EIA procedure for Section I

For Section I, the EIA procedure was initiated on 6 July 2015 and the public was informed about the EIA study on 27 August 2015 for a period of 30 days via a newspaper Slobodna Dalmacija and on the public website of the MoE. Public consultation took place from 7 September to 6 October 2015, with public hearings organised in the town of Ston on 23 September and in the town of Dubrovnik on 24 September 2015. The environmental permit (Reg. no. 517-06-2-1-2-15-15) was granted on 30 October 2015 and was published on the website of the MoE.

EIA procedure for Section II

For Section II, the EIA procedure was initiated in 2015 and the public was informed about the EIA study on 18 January 2016 for a period of 30 days via a newspaper Slobodna Dalmacija and on the public website of the MoE. Public consultation took place from 4 February 2016 to 4 March 2016, with a public hearing in the city of Ston on 24 February 2016. The environmental permit Reg. no 517-06-2-1-2-16-13 was granted on 26 April 2016 and was published on the MoE public website.

Alternatives and cumulative impacts

The considered strategic options included alignments crossing the territory of Bosnia and Herzegovina as well as both bridge and a tunnel option under the bay between Pelješac and the mainland. The EIAs analysed in details the preferred alternative. The preferred alternative was also chosen taking into account environmental considerations at earlier stages of the decision making process. For example, in order to identify the optimum alignment for the connecting road from Pelješac bridge to the main road D414 on the Pelješac peninsula, three options were assessed. During the multi criteria analysis, the central variant, whose environmental impacts were the least, was chosen.

The two EIA reports prepared for the project also analysed the cumulative effects of the project.

The EIA reports have a dedicated section on, and analysis of, cumulative effects. Special focus is made on cultural heritage, landscape, noise and Natura 2000 network.

Espoo convention and Transboundary consultations (Article 7 and 9)

The project is in close proximity to the territory of Bosnia and Herzegovina, which is a party to the Espoo Convention. Since transboundary impacts of the project are likely, consultations with the neighbouring country took place in accordance with the Convention. Information on transboundary consultation was provided in the project documentation. The affected Party did not submit any opinions or requests to prolong the consultation period.

Assessment of effects on Natura 2000 sites

The project crosses the following Natura 2000 sites: HR1000031 Delta Neretve (SPA), HR1000036 Srednjedalmatinski otoci i Pelješac (SPA), HR2001364 JI dio Pelješca (SCI), HR4000015 Malostonski zaljev (SCI), HR5000031 Delta Neretve (SCI), and HR3000163 Stonski kanal (SCI). In addition, there is a Natura 2000 site within 500m from the route: HR3000167 Solana Ston (SCI).

An appropriate assessment (AA) as per Article 6.3 of Directive 92/43/EEC (the Habitats Directive) was carried out as part of the EIA. The measures prescribed by AA, and later embedded into the EIA decisions, are sufficient to ensure that there is no significant negative impact on the Natura 2000 network and its integrity. The established mitigation measures should enable to minimise the anticipated loss, and assigned monitoring will enable the

review, evaluate and follow up on expected impacts and effectiveness of the mitigation measures, as stated by the AA and concluded in the EIA decisions.

Water Framework Directive

The project does not require an assessment under the Directive 2000/60/EC, as confirmed by the competent authority on 07 January 2016 and on 06 May 2016 for sections 1 and 2 respectively.

Land acquisition

The project will require the permanent conversion of approximately 95ha of land. The expropriation procedure was undertaken following the national law.

Mitigation Measures and Monitoring

The main mitigation measures prescribed in the EIA decisions, are preservation of vegetation, timing of works outside the breeding season, incorporation of animal passages into the design, measures to avoid bird collision, improvements to the lighting to reduce impacts on bats as well as constant bio-speleological supervision including pre-construction surveys. The monitoring relates to roadkill and the effectiveness of mitigation measures, particularly regarding the reptile and bird species of the Natura 2000 sites, coastal waters for several parameters in the construction site and wider project area and potential impact of silting on fish farming areas in the bay during the construction period. In addition, wind and soil (e.g. erosion) will be monitored twice a year to enable repairs and avoid further damages.

Impacts

The project's main residual negative impacts are land conversion and minor loss of natural habitats, severance, noise, air and light pollution. In addition, temporary disturbance of habitats will occur during construction.

In terms of positive impacts, the project will reduce congestion, and therefore noise and emissions on the existing route that runs through a more densely populated area.

Conclusions and Recommendations

Based on the available information, the project is acceptable for EIB financing in E&S terms.