



European Investment Bank (EIB)

Luxembourg, 21st September 2021

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	DUBROVNIK AIRPORT DEVELOPMENT
Project Number:	2014-0592
Country:	Croatia
Project Description:	The project concerns the expansion and upgrade of Dubrovnik Airport to cater for future growth in traffic and improve safety and service standards. It includes additional passenger terminal and apron capacity, the rehabilitation of the runway and taxiways, the relocation of the fuel farm and a range of other important infrastructure improvements. The project will be co-financed with EU structural funds and JASPERS has assisted the Promoter with the preparation of the project and the application for funding.

Summary of Environmental and Social Assessment at Completion

Dubrovnik Airport (DBV) handled about 2.9 million passengers and was the third-busiest airport in Croatia in 2019, after Zagreb and Split. DBV is situated in the Dubrovnik-Neretva County, an area of Croatia that is isolated from the rest of the country and surrounded by Bosnia and Herzegovina, a non-EU country.

The airport, therefore, acts as a gateway to the region and to neighbouring regions of Bosnia. DBV is located approximately 15km by road southeast of the historic city centre of Dubrovnik. The airport plays a key role in making the region internationally accessible, with the majority of tourists arriving by air. The project aims to reduce this isolation, which will greatly benefit the local economy, particularly given the significance of tourism as a source of revenue in Dubrovnik making the airport an important economic engine for the region. The city is a UNESCO World Heritage Site and one of the Mediterranean region's top tourist destinations.

EIB notes the following Environmental and Social performance and key outcomes at Project Completion.

The project is now complete. A project with such characteristics fell under Annex II of the EIA Directive 2011/92/EC, the applicable EIA Directive at the time, thus requiring a decision by the Competent Authority whether or not a formal Environmental Impact Assessment (EIA) process was required. The project was subject to a full EIA procedure, including public consultation, and a favourable environmental decision issued by the Ministry of Environmental and Nature Protection (MENP) on 13/10/ 2014. The project was also included in the Transport Development Strategy (TDS) of Croatia, for which a Strategic Environmental Assessment (SEA) was prepared and also made subject to public consultation.

The approval of the EIA included conditions to be incorporated or adhered to, during the design and construction phases. The most important impacts identified by the EIA were an increased level of noise and air pollution associated with future aircraft operations. These are to be addressed through physical mitigation measures and, as required in the decision from MENP, a continuous programme of environmental monitoring. These measures were implemented as follows:



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- **Noise:** a study on the noise monitoring was undertaken and a “Noise Management Plan” was drafted. As one of the mitigation measures proposed in the EIA, a noise monitoring network was set up. DBV established four locations for noise monitoring in 2015, consisting of: two stations, one at each runway each threshold, and two other stations in the vicinity of the airport terminal expected to have the highest noise incidence. The system is running on a continuous (24/7) basis and compiles all noise events from these four stations. According to Promoter reporting, DBV has never received any claim related to noise since the start of the project;
- **Air pollution:** a study on the air quality of the project has been undertaken. In this context, DBV has set up a meteorological station that also monitors air quality since 2019. The station is part of national network of meteorological stations and data is available on a continuous (24/7) basis in the website of the Croatia’s environmental agency.

Additionally the soil quality and cultural heritage were also identified as items to be monitored. In this context, the following actions have been taken:

- **Soil:** a study on the soil monitoring has been undertaken. Since 2015, DBV has established two areas where it monitors the quality of the soil. One is located close to the airport and the other at a remote location to compare soil contamination values. This comparison is in progress every year with program following trends in soil quality;
- **Cultural heritage:** the EIA study had a detailed description on heritage in the area of the project. During construction, the DBV relocated three old houses from the construction area. During construction works, no negative impact associated with cultural heritage has been identified.

Additionally, the following environmental related infrastructure, equipment and improvements were put in place as part of the scope of the project and aligned with the EIAs mitigation measures: i) construction of a new waste management building facility; ii) installation of solar panels on the passenger terminal building; iii) reconstruction of facades, roofs and insulation for energy efficiency improvement; iii) connection of the airport’s wastewater network to the local system; iv) construction of equipment for treatment of storm water; and v) reconstruction of the water supply network.

Dubrovnik Airport is accredited at Level 1 Mapping under the ACI Europe (Airports International Council Europe) Airport Carbon Accreditation scheme. This means that it determines the emissions sources from within its operational boundary, calculates its carbon emissions and has its calculations verified by a third party.

Summary opinion of Environmental and Social aspects at completion

EIB is of the opinion, based on reports from the promoter and inputs provided by Lenders’ Supervisors during Construction, that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.