

Environmental and Social Data Sheet

Overview

Project Name:	Port of Koper Infrastructure II
Project Number:	20130396
Country:	Slovenia
Project Description:	The project concerns infrastructure and superstructure works in the Port of Koper within the framework of the extension of Pier I (Container Terminal), to create additional capacities and facilitate larger outputs. This extension will allow an annual capacity increase of 230,000 TEU (from 720,000 to 950,000 TEU).
EIA required:	Yes
Project included in Carbon Footprint Exercise ¹ :	No

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

Port of Koper is Slovenia's only seaport and a major gateway not only to the country but to several other landlocked countries in the region. Additionally, it is the only possible geographical location in the country for a seaport of similar characteristics. Consequently, Port of Koper presents a high strategic regional importance.

A wide variety of economic activities are running in and along the Bay of Koper, the coastline of which is mostly built-up and urbanised. In general the influence of the project will be restricted to the port zone and its surrounding area. Consequently and accordingly to the EIA, no excessive impacts are anticipated during construction or operation of the Pier I Terminal extension. Despite the proximity of nature Conservation sites, the project will have no significant impacts on those areas, according to the already issued Form A Declaration.

An SEA (Strategic Environmental Assessment) has been produced based in the National Spatial Plan Decree supplement, which defined the comprehensive spatial arrangement of the Port of Koper. This study was subjected to public consultation and approved by Decree of the Ministry of Environment and Spatial Planning (13th May 2011).

The project falls into Annex I of Directive 2011/92/EU and therefore a full EIA is mandatory. Some of the components have already been subjected to an EIA process. Compensation and mitigation measures have been defined and will be incorporated in the relevant ESMP's. For the remaining components, an EIA process is currently being carried out and the Bank will require in the FC that all regulations and procedures are followed and met.

Regarding the components behind Berth 7.D. (not yet subjected to an EIA process), the detailed design project is currently being developed, together with a full EIA. Nevertheless, a Declaration of no significant effects in Natura 2000 Sites has already been issued in 12th April 2012 by the Competent Authority based on the SEA document. As already stated, the SEA was also subjected to a Public Consultation procedure between 16th October and 15th November 2009. The Bank will impose contractual disbursement conditions to guarantee that all environmental procedures will be met:

Environmental Conditions

- Disbursement of the amounts corresponding to the components pending environmental clearance from the Competent Authority, will be conditioned on the

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

satisfactory receipt of the NTS (Non-technical Summary) of the EIA, the Environmental Protection Consent issued by the Ministry of Environment, the Summary of the public consultation procedures and the reconfirmation of the Annex II-A Declaration of non-significant effects on a Natura 2000 site by the responsible authority. These EIA studies must incorporate cumulative environmental analysis from the previous components already assessed. If the original documents are produced in Slovenian, an English translated copy shall also be provided.

Environmental Undertakings

- The Promoter shall ensure that the environmental compensation measures will be implemented in accordance with the projects EIA and corresponding environmental authorizations, and will notify the Bank of any unexpected environmental impact identified during future environmental studies and monitoring.

The Environmental Protection Consent has already been issued by the Ministry of Environment for the works included in the EIA. Furthermore, the Declaration of no significant impacts in Natura 2000 sites has also been awarded for the all project.

Subject to the above conditions being met, the project is acceptable for EIB financing. The overall residual impacts are considered to be manageable and acceptable having in account the strategic importance of the infrastructure for the Slovenian economy.

Environmental and Social Assessment

Environmental Assessment

The project is subjected to the following Slovenian national legislation, which is in accordance with Directive 2011/92/EU of 13th December:

- Environment Protection Act – Official Gazette of RS no. 39/06;
- Decree on the categories of activities for which an environmental impact assessment is mandatory - Official Gazette of RS no. 78/2006;
- Guidelines on the preparation of Environmental Impact Assessment Report - Official Gazette of RS no. 70/96.

The major Natura 2000 site located in the vicinity of the Port of Koper is *Skocjanski Zatok* (115 ha). Two smaller sites, *Sveti Nikolaj Saltmarsh* (7.2 ha) and *Zusterna Seagrass Meadow* (6.8 ha) are located at more than 2 km north and west of the project site respectively. Despite the proximity of these Nature conservation sites, the project is not expected to have significant effects on biodiversity.

For the components behind Berth 7.C, an EIA has been carried out. Public consultation has been done between 26th March 2007 and 24th April 2007; Environmental Protection Consent has been awarded by the Ministry of Environment and Spatial Planning in 9th May 2007; and Declaration of no significant effects in Natura 2000 Sites has been issued in 2nd July 2010 by the Competent Authority, in this case, the Ministry of Environment and Spatial Planning.

According to the EIA and other environmental studies, there will be a number of residual environmental impacts:

- Moderate impact of airborne emissions on land quality and water, mainly as a result of increased traffic;
- Noise pollution impacts rise significantly during construction works (mainly due to driving piles), but remains at an acceptable level through the application of mitigation measures;
- Although limited to the port area, a visual impact is anticipated;
- Sea turbidity will increase due to dredging and pile driving during the construction works.

Negative impacts will be mitigated through adequate works methodology, including: adequate equipment and machinery, proper planning, appropriate waste management, noise generating works limited in time, spillage action plan and other various measures indicated at the EIA.

For the components that are currently being subjected to an EIA process, it is understood that the impacts will be manageable and similar to the first phases. Nevertheless, this will need to be confirmed by the competent authority.

Public Consultation and Stakeholder Engagement

Public consultation of the supplement to the National Spatial Planning Decree, covering the comprehensive spatial arrangement of the Port of Koper was carried out between 16th October and 15th November 2009. This consultation also comprised a public hearing and discussion. A document resuming all the consultation process and including comments and proposals is published at the Ministry of Environment and Spatial Planning website (www.dpa.mzip.gov.si/doc/Stalisca_do_pripomb_DPN_koprsko_pristansce.pdf).

The public consultation for the EIA of the first components was done from March 26th, 2007 until April 25th, 2007. Documents were made available to the public at both the central and local (Koper) offices of the Slovenian Environment Agency. The corresponding Environmental Consent was issued by the Ministry of Environment and Spatial Planning by May 9th, 2007.

The EIA for the remaining components will also be subject of public consultation.

Other Environmental and Social Aspects

The Port of Koper operates under strict management standards and procedures, having been certified according to: ISO 9001 – Quality Management, ISO 14001 – Environmental management system and OHSAS 18001 – Occupational health and safety management system. Additionally, the established environment management system is integrated in the business system of the port and an Eco-environmental management and audit scheme (EMAS) is also implemented according to EC Regulation N. 761/2001.