

Environmental and Social Data Sheet

Overview

Project Name:	DUBROVNIK AIRPORT DEVELOPMENT
Project Number:	20140592
Country:	Croatia
Project Description:	The project concerns the expansion and upgrade of Dubrovnik Airport in Croatia to cater for future growth in air traffic and improve safety and service standards. It includes the provision of additional passenger terminal and airside capacity, the rehabilitation of the existing runway and taxiways, the relocation of the fuel farm and a range of other related infrastructure enhancements. The project will be co-financed with EU structural funds, for which JASPERS has assisted the Promoter in preparing the application for funding.
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

The project falls under Annex II of the EIA Directive 2011/92/EC. A full EIA procedure was carried out, including public consultation, and a favourable environmental decision issued by the Ministry of Environmental and Nature Protection (MENP) on 13 October 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 main environmental impacts of the project will be 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.

With respect to aircraft noise, the EIA reports that “the increased planned level of activity will lead to a significant increase in noise burden”. The surface areas affected by noise are forecast to double between 2013 and 2032. Although there are no inhabitants forecast to be exposed to noise levels in excess of the permissible noise limits (set in the Croatian Air Traffic Act), there are nevertheless a good many people forecast to be exposed to a significant increase in noise over and above that which they experience at present. The following environmental undertaking will therefore be applied:

“In view of the increase in numbers of people likely to be exposed to a higher level of noise in the future than they experience today, the Promoter shall undertake to prepare by the end of 2015 a strategic noise map for the airport. This shall include an action plan based on the International Civil Aviation Organisation’s (ICAO) “Balanced Approach to Aircraft Noise Management at Airports” as adopted by the EU. The Action Plan shall be subject to public consultation and updated at regular intervals.”

The airport is not located within a Natura 2000 site but there are three Sites of Community Importance (SCI) within the wider area of the airport. The MENP concluded that these are not likely to be impacted and therefore that an ‘Appropriate Assessment’ in accordance with

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.

Article 6(3) of the Habitats Directive was not required. Under the Article 19 procedure, DG ENV requested clarification on how this conclusion was reached. The Preliminary Appropriate Assessment together with supporting information was sent to DG ENV with an updated declaration (2 February 2015) from MENP elaborating on and confirming its original opinion. DG ENV has since notified the Bank that it is satisfied with the clarification and that there are no further outstanding environmental issues on their part.

Subject to the undertaking on noise being met, the project is acceptable for Bank financing. The overall residual impacts are considered to be minor and manageable.

Environmental and Social Assessment

Environmental Assessment

Negative impacts during construction will comprise increased levels of noise, increased emissions from construction activity, creation of potentially hazardous construction waste and increased traffic congestion on local roads. These will be dealt with through the Environmental Management Plan (EMP) that will include *inter alia* dust suppression requirements, proper and regular maintenance of construction vehicles, traffic management plans, effective handling of fuel and oil spills, and so on. The construction of landfill works at i) the south east corner of the site to enable full formation of the runway platform and airport perimeter fencing, and ii) the east apron extension, will take approximately 32,000m² of natural habitat (trees and vegetation). These are not within any protected areas and the impacts are considered to be negligible.

Impacts during the operational phase will primarily comprise air and noise pollution and potential contamination of soils and natural water resources. These will be mitigated initially through design and if necessary by implementation of other measures should the monitoring programmes show that over time the impacts are becoming material.

Air pollution is to be minimised through the introduction of operational measures to reduce emissions during the landing and take-off cycle, through the provision of fixed ground power rather than the use of auxiliary power units and by the installation of deflectors to divert emissions from apron operations. Aircraft noise will affect in particular the four neighbouring villages of Mocici, Cavtat, Zvekovica and Čilipi. To address those impacts, the Promoter has included within the works a number of mitigation measures such as a noise barrier to protect Mocici village from the noise of aircraft operating on the extended West apron. Additionally, certain operational procedures are to be implemented, such as only allowing aircraft to power up their engines once they have been pushed from the apron back on to the taxiway. Operational contaminants such as aircraft de-icing agents and aviation fuel spills are to be collected and disposed of separately to avoid them being discharged into the groundwater.

The features of the three SCIs are marine habitats, including red coral, and grasses. The nearby islands of Mrkan, Bobara and Supetar are designated as special zoological-ornithological reservations as they are a nesting location for large colonies of yellow-legged gulls. However, the impacts on them are considered to be negligible as the main arrival and departure flight paths are not directly over the islands and the aircraft are at a sufficient altitude in those areas not to interfere with the gulls.

Public Consultation and Stakeholder Engagement, where required

Public consultation was carried out as part of the EIA process and was conducted between 7 August 2014 and 5 September 2014 in the premises of the Municipality of Konvale. A notice that the consultation would be taking place was published in one of the daily papers, on bulletin boards, on the website of the Municipality and on the website of the MENP. There were a number of comments and remarks made by the public, mostly relating to noise and air pollution. These were highlighted in the decision and largely addressed by notification of the monitoring programmes that the Promoter will be required to implement.

Other Environmental and Social Aspects

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.

It also has in place its 2012 to 2020 Environmental Protection Strategic Plan, in which it sets out its aims and implementation methodology for the sustainable operation and development of the airport.

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