

**RIJEKA BY-PASS
SECTION SV. KUZAM-KRIZISCE**

ENVIRONMENTAL IMPACT ASSESSMENT UPDATE

PUBLIC CONSULTATION AND DISCLOSURE PLAN

1. INTRODUCTION

Croatian Roads has requested the European Bank for Reconstruction and Development ("EBRD") to participate in the funding of the construction of a dual two-lane motorway between the "Sv. Kuzam" and the "Križišće" intersections. The construction of this section will complete the eastern By-pass of Rijeka, relieving traffic in the heavily congested city centre. The World Bank is providing financing for other sections of the By-pass between Orehovica and Sveti Kuzam and the port connector road D404. The By-pass with its branches directing towards Trieste, Ljubljana, Zagreb and Split is an arterial road route of wider international significance and forms part of the Trans-European road network.

Prior to making a funding decision, the EBRD has to be satisfied that the Project would not result in significant adverse environmental impacts and that all necessary mitigation measures to minimise any adverse change in environmental and socio-economic conditions will be included in the Project design and construction programme. The EBRD has initiated the process for updating the *Environmental Impact Assessment ("EIA"), carried out in 1986 of the By pass sections Orehovica-Sv. Kuzam-Križišće* to ensure that all relevant environmental and socio-economic issues associated with the Project will have been addressed.

2. PURPOSE OF THE PUBLIC CONSULTATION AND DISCLOSURE PLAN

The EBRD believes that meaningful public consultation is a way of improving the quality of the Project and pays particular attention to informing the public on the Project and to involving the public in the EIA update process. The present Public Consultation and Disclosure Plan ("PCDP") has been prepared to inform the public on how the EIA update will be undertaken and how they can participate in the process. It describes how communication will work throughout the EIA update process as well as when and what information will be disclosed and by what means (e.g., web sites, libraries, etc.). The PCDP also identifies the governmental and self-governmental authorities, local residents and people that may be affected by the Project, ecological and non-governmental organisations as well as of academic or scientific bodies who will be informed about the Project and its environmental impacts.

3. CHARACTERISTICS OF THE PROJECT

3.1. Description of the Project

The Project involves the construction of a 10,62 km long section of the Rijeka By-pass between Sveti Kuzam and Križišće. The By-pass will be constructed to a dual two-lane standard, with a high structural content, including five viaducts (total length of 2.47 km) and three tunnels (combined length of 1.33 km). There will also be works associated with the Hreljin interchange. Approximately 45% of this section of the mainline motorway will be constructed either on viaduct or in tunnel. Decisions in respect of the location of the corridor for the By-pass have already been taken and they are legally valid. At straight Sections the corridor comprises width of 100 m, with extensions in the interchange areas.

3.2. Rationale of the Project

With respect to changes of traffic regime and communication systems, construction of the By-pass and its opening for traffic shall significantly improve the standards of the whole traffic system by re-routing the heavy transit traffic around the Rijeka town and its street network. Origin-destination traffic directed to the By-pass shall minimally burden the town street network, as it will reach the targeted city zones by

shortest possible routes. The By-pass will take over the majority of the transit traffic and therefore will improve the capacity of the town road network as well as its safety. It is also anticipated that the general situation regarding the air pollution in the Rijeka town area will improve.

3.3 Environmental Impact Assessment 1986

An Environmental Impact Assessment (EIA) Study for the By-pass between Orehovica and Križišće (*Orehovica – Sv. Kuzam – Križišće, with a link to Krk Bridge, Mainland – the Island of Krk*) was carried out in 1986. Its conclusions, which are described in detail in the Scoping Document, constitute basic elements for establishing the land development conditions. They also determine provisions for mitigation measures intended to prevent or minimise adverse impacts of the construction and the operation of the By-pass on the human and natural environment.

4. THE ENVIRONMENTAL IMPACT ASSESSMENT UPDATE

The EIA will be carried out to meet EBRD's EIA and public consultation requirements for the Project. The EIA update will analyse the 1986 EIA Study and other available environmental and technical and physical planning information that have relevance to the Project. It will verify and update, as needed, the description of the existing environment (baseline), information on potential environmental, cultural, socio-economic and land use, settlement and traffic pattern changes and impacts (both positive and negative) resulting from the Project, taking into consideration the specific issues associated with the construction of tunnels and viaducts. It will assess the adequacy of the mitigation measures and emergency responses plans and, where needed, determine further mitigation measures to ensure the Project will meet Croatian and European Union environmental standards.

The EIA update will be carried out in three phases, as follows:

Phase I – Scoping, by end of March 2004

Phase II – update of the EIA, Draft Report, by end of May 2004

Phase III – public consultation period of 120 days, EIA update, Final Report, by end of September 2004

5. DISCLOSURE OF INFORMATION AND PUBLIC CONSULTATION

The public disclosure and consultation will be parallel to the EIA update process and will be performed in three phases:

Phase I - Scoping

The Scoping Document describing the Project and the key findings and conclusions of the 1986 EIA study as well as the Public Disclosure and Consultation Plan will be made available to the public in the beginning of March 2004. A round table discussion will be held on 18 March in Rijeka to discuss the scope of the EIA and the process of public involvement. The purpose of the scoping is to ensure that all potentially significant issues, including adverse impacts on the human and natural environment, will be assessed in the update EIA, and that efficient mitigation measures will be incorporated in the Project.

Phase II

The Draft updated EIA Report will be made available to the public for review and comments in a local library, municipal offices and the website of Croatian Roads and EBRD by end of May 2004. The public will be invited to express their views on the

assessment of environmental impacts and recommended mitigation and environmental protection measures. The public will be informed on the availability of the EIA in national and local newspapers. After the disclosure of information, a timeframe of 120 days will be allowed for the expression of comments and suggestions.

Phase III

The Final updated EIA Report, with a summary of public comments and a description of how they have been taken into consideration in the Project, will be disclosed to the public at the same locations as the Draft updated EIA during phase II by end of September 2004.

6. RESOURCES AND RESPONSIBILITIES

Croatian Roads and EBRD are responsible for the public disclosure and consultation during the EIA updating process. EBRD has contracted representatives of the consultancy company Urbing to implement the public consultation and disclosure plan during the EIA update process and the preparation of the Project.

7. GRIEVANCE MECHANISM

The public and organisations affected by the Project can provide their suggestions, comments, concerns and grievances by mail, fax or e-mail at any time during the Report making process and the preparation of the Project.

Contact information:

Croatian Roads

Web site: www.hrvatske-ceste.hr

EBRD

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During Project implementation, construction and operation, stakeholders and affected groups and individuals can provide their comments and complaints to the contact point at the Project Implementation Unit.

8. PUBLIC INFORMATION ON THE IMPLEMENTATION OF THE PROJECT

The public will be informed periodically through local newspapers and the Project Implementation Unit/Croatian Roads website on the progress in the implementation of the Project. This information will include description of the works and mitigation measures that have been carried out, environmental monitoring results; any identified environmental impacts and any incidents and accidents.