



# SUMMARY OF GOVERNMENT REPORT

**Recommendation No. 98 (2002) on the project to build a motorway through the Kresna Gorge (Bulgaria)**

**Strasbourg, 2 December 2015**







# **STRUMA MOTORWAY PROJECT, LOT 3.2 PASSING THROUGH THE KRESNA GORGE – SUBJECT OF RECOMMENDATION NO. 98 (2002)**

- ✗ Part of the Trans-European Transport Network, Orient-East/Med corridor
- ✗ Located in Southwestern Bulgaria (150 km long)
- ✗ Environmentally sensitive and technically difficult
- ✗ Top priority infrastructure project for the EU

# I. THE PROJECT

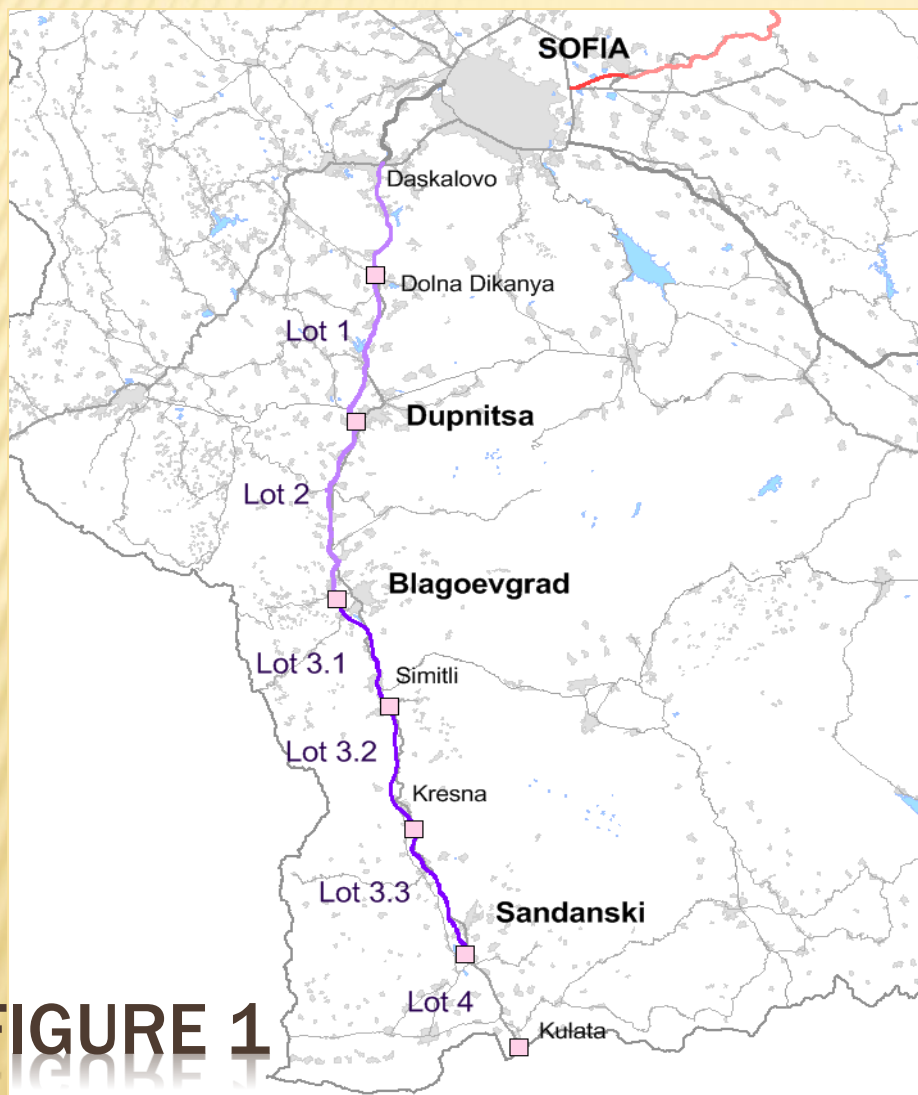


FIGURE 1

- ✗ The project is to be financed by the EU – Operational Programme Transport and Transport Infrastructure
- ✗ To be completed by the end of the programming period 2014-2020

# EXISTING SITUATION ROAD E-79 (1)

- ✗ 3.87 fatalities per year observed along 19 km of road, (4 times higher than the average for the country)
- ✗ 366 accidents between 2010-2015 – resulting in 21 deaths, 139 injured
- ✗ 68 accidents per year, 26 injured per year
- ✗ 20% share of heavy goods vehicles (HGV)
- ✗ 8 000 vehicles average daily traffic (AADT) for 2014 and 2015

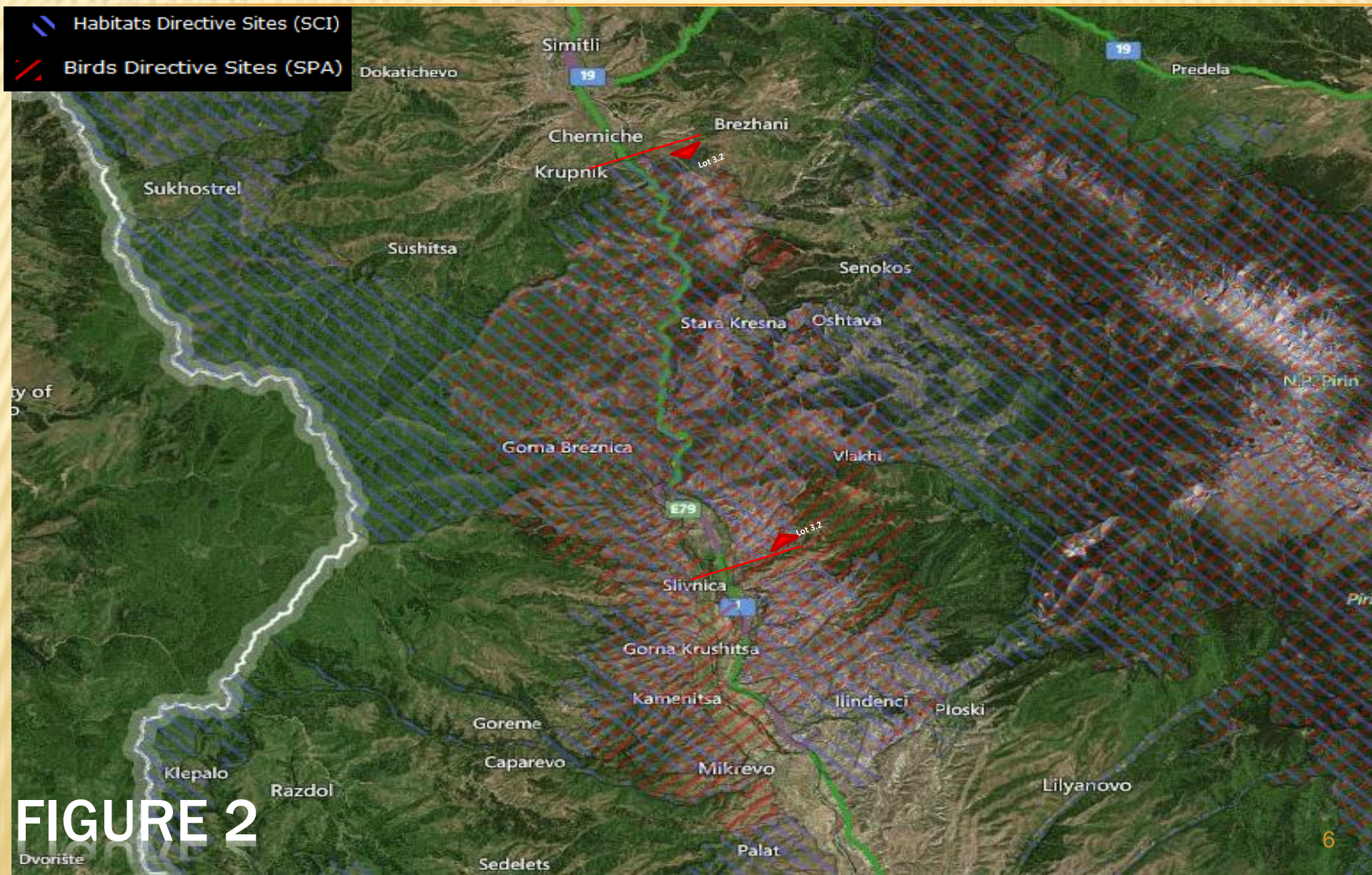


# EXISTING SITUATION ROAD E-79 (2)

- ✗ Kresna gorge – natural migration route for animals
- ✗ Two Natura 2000 sites in the area under the Birds Directive and the Habitats Directive
- ✗ High mortality rate of wild animals due to the traffic
- ✗ Noise, pollution and frequent accidents
- ✗ The existing road is not considered as viable alternative



# NATURA 2000 SITES



**FIGURE 2**  
Dvorište



# ENGAGEMENTS OF THE BULGARIAN GOVERNMENT



- ✗ To implement Recommendation No. 98 (2002) and the Bern Convention in their entirety
- ✗ To comply with all provisions of the Birds and the Habitats Directives
- ✗ To elaborate the Environmental Impact Assessment based on updated scientific data

## II. STUDIES NECESSARY TO FULFIL THE OBLIGATIONS UNDER THE BERN CONVENTION AND EU LAW

- ✘ Final decision regarding the section in Kresna gorge – yet to be adopted
- ✘ The National Company Strategic Infrastructure Projects (NCSIP) – responsible for construction
- ✘ Long tunnel – initially proposed by the 2008 EIA Decision
- ✘ The Decision did not take into account various specific aspects of the long tunnel alternative
- ✘ Obvious need for more detailed studies – conducted between 2008-2015





# RISKS IDENTIFIED BY THE SCIENTIFIC STUDIES

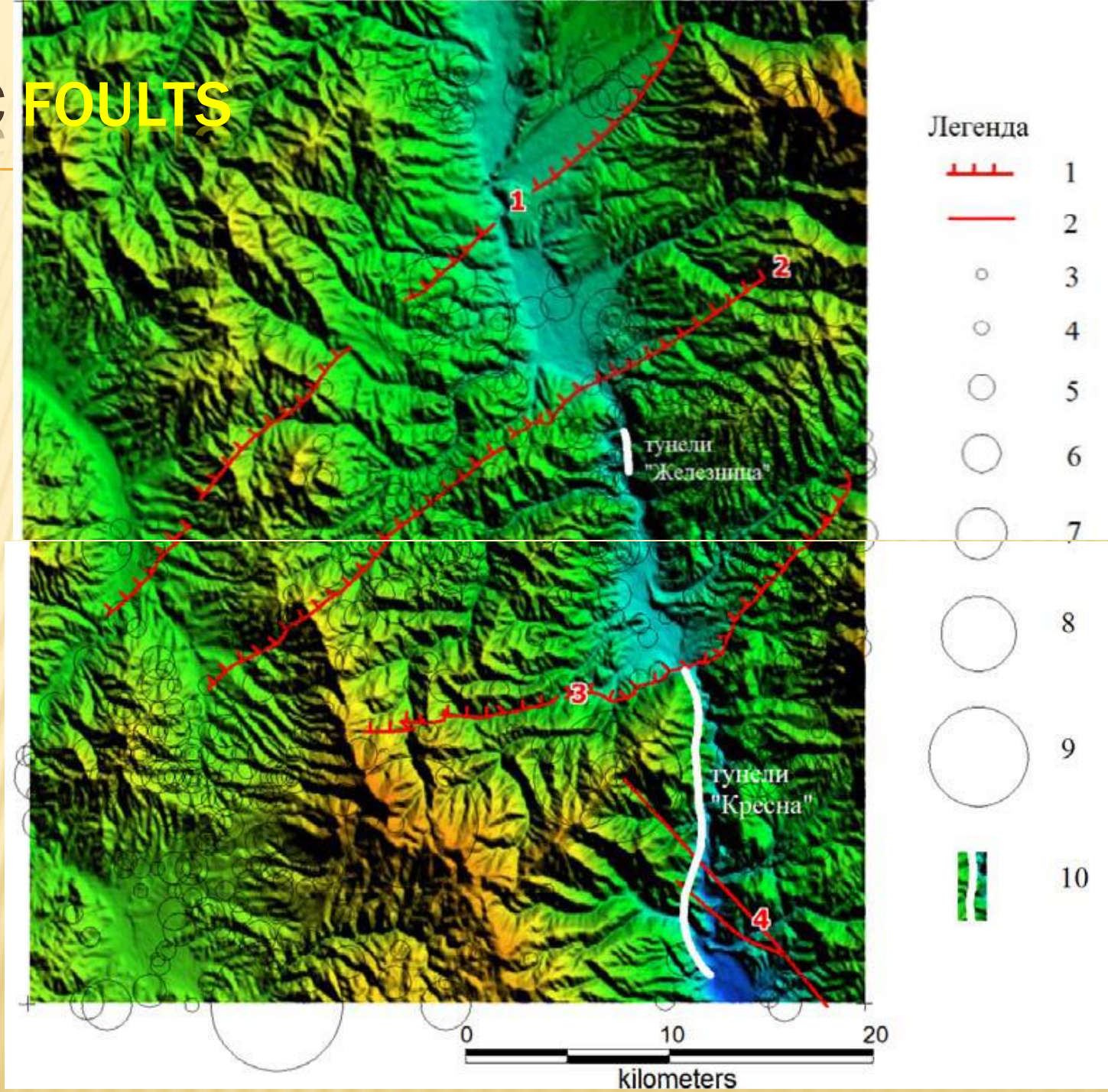
- ✗ Environmental considerations including the impact during the construction phase and maintenance access
- ✗ Geological hazards
- ✗ Safety of the people using the tunnel
- ✗ Economic viability

# MAIN RESULTS OF THE STUDIES (1)



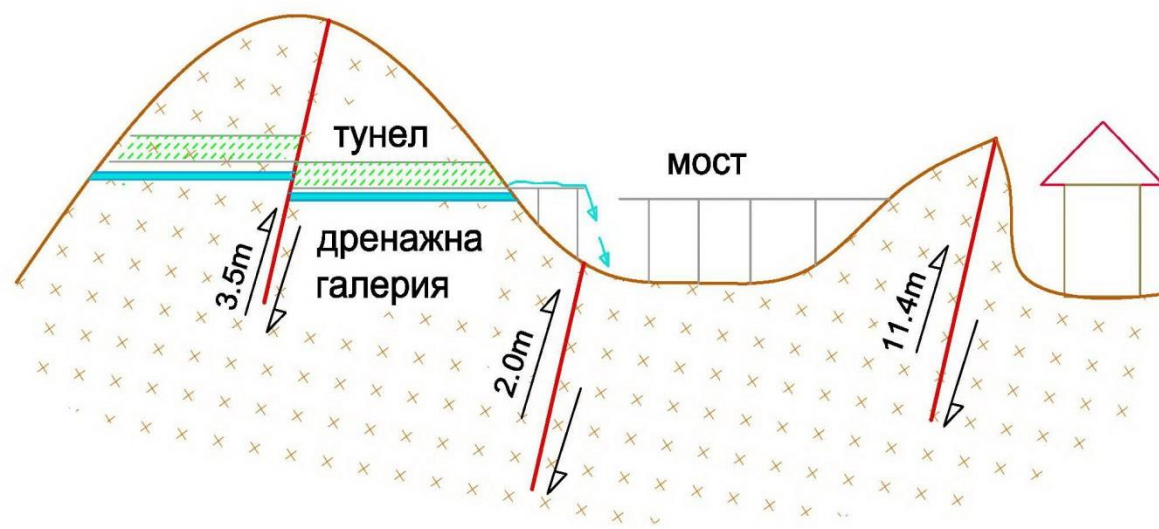


# SEISMIC FOULTS



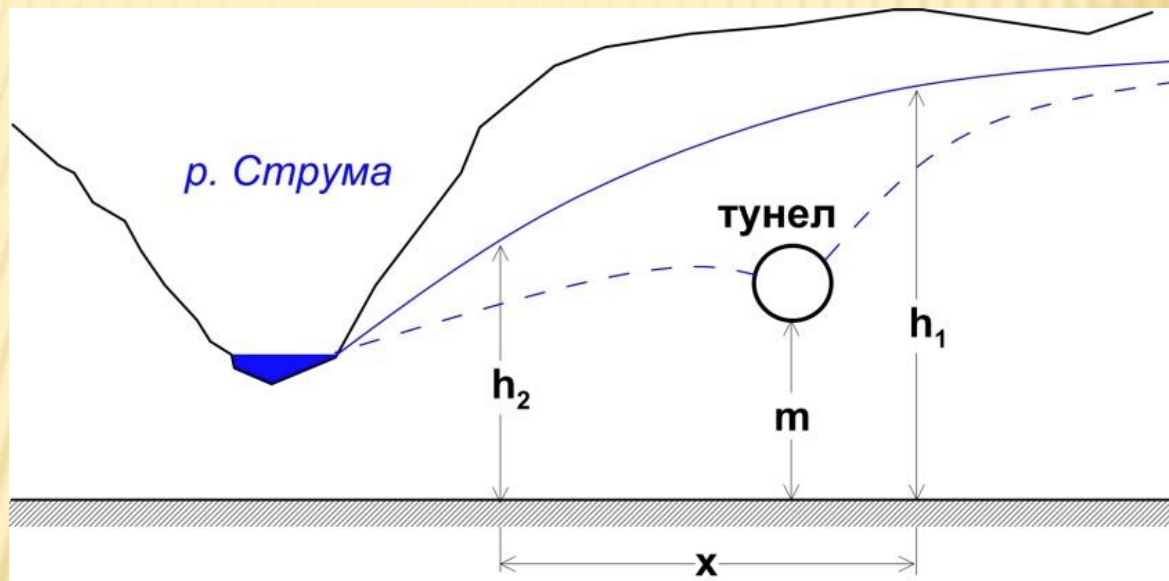


# ✗ Hydrological risks – drainage of large quantities of water





# WATER DEPRESSION CURVES



## MAIN RESULTS OF THE STUDIES (2)

- ✗ Adverse effects on Natura 2000 sites
- ✗ Total area of 800 daa affected plus additional 254 daa and 490 daa for permanent disposal of tunnel spoil
- ✗ More than 1 000 truck movements per day; more than 3 000 heavy vehicles passing through the gorge per day
- ✗ 70.7 dBA expected level of noise for a period of at least 10 years



## MAIN RESULTS OF THE STUDIES (3)

- ✗ The long tunnel alternative – economically unfeasible and does not meet OPTTI 2014-2020 requirements
- ✗ Negative Benefit/Cost ratio – 0.8
- ✗ 6 million EUR per year – costs for operation and maintenance (= 10% of the national budget for routine maintenance of the whole road network)

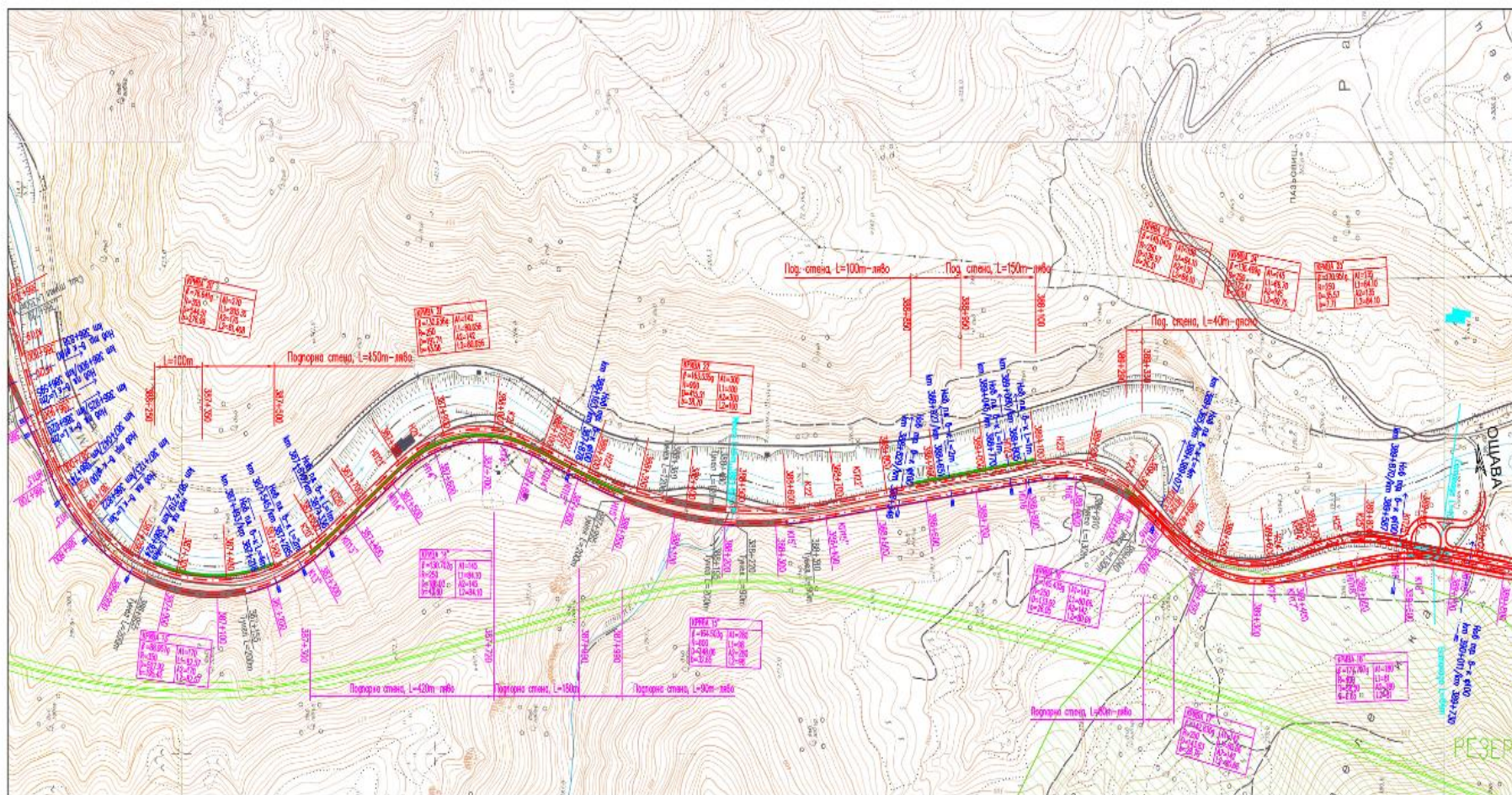


### III. THE OPTIMAL SOLUTION WITH THE NEW EIA PROCEDURE

- ✗ A new alternative respecting the Bern Convention and EU law
- ✗ Key element – use the existing road through the gorge plus additional carriageway within the gorge
- ✗ Substantially shorter construction period – 3 to 3.5 years

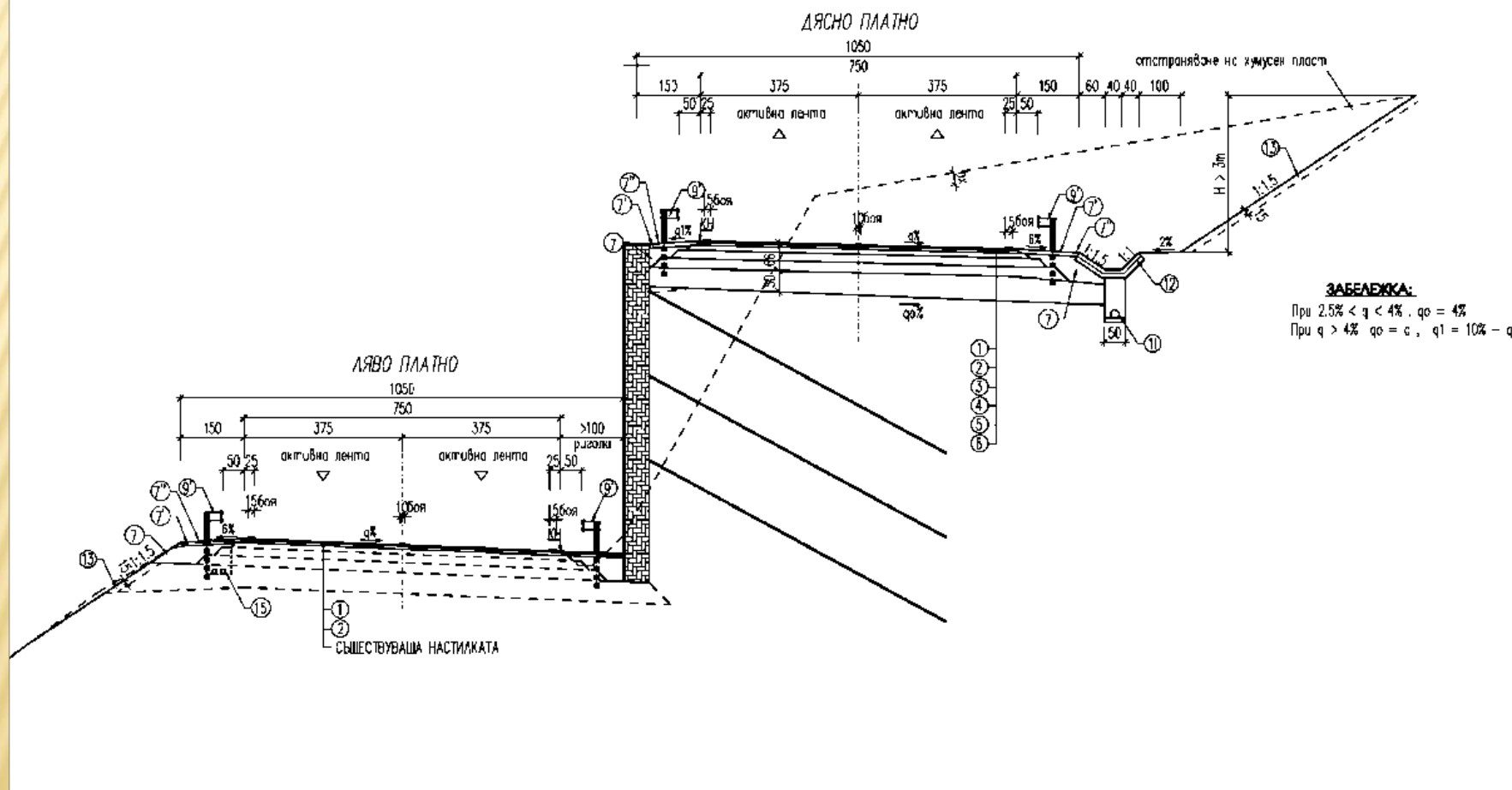


# FIGURE 3



# FIGURE 4

ТИПОВ НАПРЕЧЕН ПРОФИЛ В КРИВА С РАЗДЕЛЕНИ ПЛАТНА НА РАЗЛИЧНИ НИВА М 1:100





- ✘ New EIA procedure initiated in December 2014
- ✘ Consultations with all parties involved, including NGOs
- ✘ Publicly available information regarding the project

- ✘ 2014 discussions with DG REGIO regarding the scope of the new Operational Programme Transport and Transport Infrastructure
- ✘ The services of EC have been duly informed about the development of the Kresna gorge section
- ✘ 2015 regular meetings with DG REGIO, DG ENV and JASPERS regarding the backup alternative and its improvements



## IV. CONCLUSIONS

- ✗ Full compliance with the provisions of the Recommendation 98 (2002)
- ✗ Final decision (which has not been taken yet) – will be based on:
  - safety of the people
  - preservation of protected areas
  - economic sustainability
  - scientific data
  - dialogue with NGOs and all stakeholders
- ✗ No violations and no grounds for re-opening the case file

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# THANK YOU FOR THE ATTENTION



