MAP CAMP Slovenia

Conception of Spatial Development of South Primorska

and the Programme of Measures of its Implementation

Phase 3 Interim Report

ACER

Prostorsko načrtovanje, projektiranje in varstvo okolja Novo mesto, d.o.o.

Oikos, development consulting, Ltd.

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1. INTRODUCTION

1.1 Purpose of the Conception of Spatial Development of South Primorska

The purpose of the Conception of Spatial Development of South Primorska is:
- to strengthen the sustainable spatial development of the region of South Primorska, and
- to provide a strategic spatial framework for priority investments (strategic investments) in South Primorska for the period from 2007 to 2013.

The Conception of Spatial Development thus represents a spatial complement to the Regional Development Programme of South Primorska and the National Development Programme for 2007–2013. It is a guideline for future spatial development of the region, as it provides guidance for the preparation of national and municipal spatial documents.

Spatial development and programming at regional level remain the basis for the guidance of spatial development in the region.

1.2 Objective of the Conception of Spatial Development of South Primorska

The objective of the Conception of Spatial Development is to define a long-term model of spatial development of the region, which includes the improvement of economic competitiveness of the region as well as the improvement of the quality of living, environmental protection, nature conservation and sustainable use of natural resources, integrated preservation of cultural heritage and protection against natural and other disasters, while strengthening the inter-municipal cooperation and taking into consideration the views of individuals and population groups.

The model is supposed to indicate the path of accelerated development in relation to more advanced neighbouring regions in Italy, reduction of development disparities between the various parts of the region, without compromising the satisfaction of the needs of future generations.

The key objectives to be achieved by the preparation of the Conception are:
- to determine the key advantages and weaknesses of the past spatial development on the basis of the analysis of the situation and trends;
- to establish a vision and conception of spatial development in the region;
- to formulate the regional conception of the distribution of selected activities in space while taking into account the characteristics of individual regional areas of Slovenian Istra, Kras and Brkini;
- to prepare spatial development guidelines representing the basis for strategic national and municipal planning documents;
- to define the measures for the implementation of the regional conception, taking into consideration the possibilities of cooperation with the neighbouring regions in Slovenia and within the EU (Italy in particular) and with the regions in non-member countries (Croatia in particular).

1.3 The Conception of Spatial Development of South Primorska within the CAMP Framework

The preparation of the Conception of Spatial Development of South Primorska is being carried out within the CAMP Slovenia project, as the project itself is focused mainly on spatial planning and the themes related to spatial planning. The Conception of Spatial Development of South Primorska is the main project within the CAMP. Special attention is paid to the spatial arrangements of the coastal strip, sustainable tourism development, management of protected areas and the protection of water resources.

1.4 Changes in Spatial Legislation

The Spatial Planning Act (ZUreP-1) (OG RS, No. 110/02) defines a Conception of Spatial Development as a guiding document for spatial development, which, subject to the guidelines of the Spatial Development Strategy of Slovenia and in relation to other development documents, determines spatial planning conceptions, harmonised at the national and municipal levels.
In the last proposed Spatial Planning Act (13 September 2006), a regional spatial plan has been defined as an inter-municipal spatial document for the implementation of regional development programmes under the regulations of the Promotion of Balanced Regional Development Act, which requires planning of spatial arrangements of regional significance and, therefore, the municipalities have to prepare a regional spatial plan.

1.5 The Process of Drafting the Conception

The vision, objectives and strategy of spatial development were formulated on the basis of expert groundwork carried out in Phase 1 and 2 of the project on the preparation of the Conception of Spatial Development of South Primorska. The expert groundwork took into consideration the results of workshops within the horizontal SPSA (Systemic and Prospective Sustainability Analysis) project and special workshops organised for spatial planning stakeholders.

Prior to the determination of spatial development objectives, a framework development scenario was formulated in the abovementioned workshops in order to illustrate the consequences in the absence of strategic interventions. Later on, the scenario was supplemented by detailed analyses. The scenario of sustainable spatial development of the region was also drawn up within the framework of SPSA activities.

Subsequently, in order to prevent unsustainable solutions and to avoid negative and undesirable results, the objectives were set up and an appropriate strategy of spatial development was established.

Assessment of the compliance of the vision and the objectives of regional spatial development with the objectives of superior strategic documents, directed towards strengthening of sustainable development, was carried out. Thus, the analysis was performed of the compliance with the objectives of the Mediterranean Strategy for Sustainable Development, the EU Strategy for Sustainable Development, the Spatial Development Strategy of Slovenia and the National Environmental Protection Programme. The Spatial Conception is fully in line with the Regional Development Programme of South Primorska 2007–2013 and it actually represents its component part. Moreover, the assessment of internal coherence of the Conception was carried out in order to examine the compliance with the set spatial objectives.

The Conception of Spatial Development of South Primorska was prepared on the aforesaid basis, followed by drawing up of a proposal for action programme and policies for the implementation of spatial development objectives.

Finally, the assessment was done of eventual impacts of the Conception on the environment, nature, human health and cultural heritage at the regional level.

The document was published on the website of the Regional Development Centre Koper, and all spatial planning stakeholders were invited to contribute their comments and suggestions through electronic mail.
2. CONCEPTION, OBJECTIVES AND MEASURES BY SECTORS

2.1 Settlement

The settlement conception shall contribute to the achievement of the following spatial development objectives:

- Establishment of competitive cross-border polycentric network of settlements
- Establishment of competitive rural areas with a high quality of life
- Strengthening of sustainable communities (towns)

Settlement conception

Establishment of cross-border polycentric network of settlements

Harmonious spatial development is based on a polycentric network of settlements, which allows meeting the needs of all communities and the attainment of their development potential within the limits dictated by the environment and the orientation to sustainable development. The key feature of polycentric network of settlements in the region is the establishment of a three-tier network of settlements, designed to promote:

- intensive changes in strategically significant urban centres through the development of their economic and service role and sustainable development policies, leading to the strengthening of their competitiveness in the broader EU area;
- changes in more important local centres/settlements defined as focal points ensuring locally significant development;
- small-scale changes in other settlements, directed mainly to the improvement of living conditions in those settlements and the strengthening of sustainable development.

In order to strengthen the competitiveness of towns and settlements or the network of settlements in the broader EU area, it is essential to establish closer cooperation with cross-border cities, in particular Trieste, Gorica, Rijeka and the towns in Croatian Istra.

According to the Spatial Development Strategy of Slovenia, strategically significant urban centres in the region are the following towns/conurbations:

<table>
<thead>
<tr>
<th>Name of settlement</th>
<th>The role of settlement in the hierarchy of central places – Spatial Development Strategy of Slovenia</th>
<th>The role of settlement in the Conception of Spatial Development of South Primorska</th>
</tr>
</thead>
<tbody>
<tr>
<td>Koper</td>
<td>Centre of international significance</td>
<td>Strategically significant town (with settlements within the functional area of the town: Ankaran, Dekani, Marezige, Šmarje, Škofije)</td>
</tr>
<tr>
<td>Izola</td>
<td>Centre of national significance</td>
<td>Strategically significant town (with settlements within the functional area of the town: Šared, Malija, Korte)</td>
</tr>
<tr>
<td>Piran</td>
<td>Centre of national significance</td>
<td>Strategically significant town (with settlements within the functional area of the town: Portorož, Lucija, Sečovlje)</td>
</tr>
<tr>
<td>Ilirska Bistrica</td>
<td>Centre of regional significance</td>
<td>Strategically significant town</td>
</tr>
<tr>
<td>Sežana</td>
<td>Centre of regional significance</td>
<td>Strategically significant town</td>
</tr>
</tbody>
</table>

These strategically significant towns shall continue to strengthen regionally and sub-regionally significant functions and potentials and play a decisive role in regional development.
Development of strategically significant urban centres

Strategically significant urban centres in the region shall:
- strengthen the development of a wide range of economic, commercial and public services by ensuring suitable facilities and land for the development of activities and their integration;
- enhance social cohesion, ensure healthy and safe living environment for all inhabitants by ensuring adequate quality and accessibility of public services (health care, education, culture, spending of leisure time);
- enhance the public transport within conurbation/towns and to settlements/communities within the functional area by the development of adequate traffic infrastructure and the management of traffic flows;
- promote cooperation on the conurbation level and with other municipal centres;
- establish the specialisation within the conurbation;
- ensure rational land use by increasing the urban density;
- implement reurbanization, revitalization of settlement centres (by diversification of activities and social structure, renewal of building heritage, sound management of public areas);
- improve the quality of urban environment;
- promote closer cross-border cooperation (particularly with the agglomerations of Trieste and Gorizia (Italy), and Rijeka and the towns in Istra (Croatia).

Strategically significant urban centres are situated in the influence areas of large neighbouring cities (Trieste, Gorizia, Rijeka, Pula, Poreč, etc.), which may represent both a threat and an opportunity. Large cross-border cities may provoke the outflow of active population and thus further aggravate the economic conditions and unfavourable demographic situation; moreover, they may cause the outflow of consumers by a larger set of services (e.g., trade, education, cultural services, etc.). On the other hand, however, these cities may represent also an opportunity for strengthening the region’s identity, attracting new investments and the development of complementary services also for the population on the other side of the border. Therefore, it is essential to promote accelerated spatial development of strategically significant urban centres in Slovenia in order to ensure the equivalence between Slovenian areas and neighbouring areas by planning efficient urban networks, supporting economic infrastructure, tourist centres and other activities.

It is therefore essential for strategically significant urban centres to define in detail specific directions regarding the extent of development, spatial conception and strategic investments in infrastructure and other facilities and public services required to support the development and to strengthen their strategic role.

Other more important local centres/settlements in the region are:

<table>
<thead>
<tr>
<th>Name of settlement</th>
<th>The role of settlement in the hierarchy of central places – Spatial Development Strategy of Slovenia</th>
<th>The role of settlement in the Conception of Spatial Development of South Primorska</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hrpelje - Kozina</td>
<td>More important local centre</td>
<td>More important local centre/settlement</td>
</tr>
<tr>
<td>Komen</td>
<td>More important local centre</td>
<td>More important local centre/settlement</td>
</tr>
<tr>
<td>Divača</td>
<td>More important local centre</td>
<td>More important local centre/settlement</td>
</tr>
<tr>
<td>Gračišče</td>
<td>More important local centre</td>
<td>More important local centre/settlement</td>
</tr>
<tr>
<td>Podgrad</td>
<td>More important local centre</td>
<td>More important local centre/settlement</td>
</tr>
<tr>
<td>Štanjel</td>
<td>Local centre</td>
<td>More important local centre/settlement</td>
</tr>
</tbody>
</table>

Development of more important local centres/settlements

Future development shall be, in addition to more important local centres, oriented primarily to those settlements which, on the basis of role and function analysis, meet the criteria set out below and which are defined as focal points ensuring locally significant development:
- settlements and municipal centres;
- settlements with adequate concentration of activities and jobs, or settlements with development potential, employment opportunities and supply facilities;
- settlements providing shopping and cultural, educational, health care and other public services that meet the needs of the settlement and its hinterland, provided there is good accessibility by public transport;
- settlements offering building land for affordable housing;
- settlements with a potential to develop certain functions/services due to their specific features, such as cultural heritage (Štanjel).

This category comprises the settlements of Hrpelje-Kozina, Divača, Komen, Štanjel, Gračišče and Podgrad.

Development of smaller local centres

In local centres, development shall be principally directed at:
- the support to small-scale economic activities, corresponding to the size of settlements;
- the improvement of the accessibility of available services, including field delivery – “itinerant services” (e.g., shops, library, post office, etc.) by using the existing facilities, where possible;
- good condition of local roads to ensure accessibility;
- the support to rational use of public infrastructure;
- the preservation of the settlement of rural areas and the support to the development of gainful activities on farms;
- the promotion of independence, strengthening of local communities and the support to key activities.

The increase in housing capacity in these settlements shall be intended primarily for meeting the local needs, and also for secondary homes, but primarily in depopulation areas and in the areas with an explicit problem of population ageing.

In this category, the settlements of particular importance are: Senožeče, Jelšane and Knežak.

Description of spatial planning measures related to the network of settlements:

<table>
<thead>
<tr>
<th>Measure</th>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Competitive polycentric urban network</td>
<td>Establishment of a balanced network of settlements on the cross-border/regional level with a concentration of urban potentials</td>
</tr>
<tr>
<td></td>
<td>Strengthening the identity of cross-border urban area</td>
</tr>
<tr>
<td></td>
<td>High quality of dwelling in urban settlements and availability of appropriate public services</td>
</tr>
<tr>
<td></td>
<td>Calming of land and real estate prices</td>
</tr>
<tr>
<td>Result indicators</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Higher settlement density in urbanised areas (inhabitants/ha)</td>
</tr>
<tr>
<td></td>
<td>• Preservation of the percentage of urbanised areas</td>
</tr>
<tr>
<td></td>
<td>• Average plot price per m²</td>
</tr>
<tr>
<td></td>
<td>• Average real estate price per m²</td>
</tr>
<tr>
<td>Preservation of settlement and development of rural areas</td>
<td>Provision of adequate building land for the development needs of settlements and local population</td>
</tr>
<tr>
<td></td>
<td>Appropriate accessibility and public utility infrastructure</td>
</tr>
<tr>
<td></td>
<td>Preservation and arrangement of new public areas in settlements (in particular recreation and green areas)</td>
</tr>
<tr>
<td></td>
<td>Provision of adequate public services (education, health care, culture, sport, public utility, etc.) in rural areas</td>
</tr>
<tr>
<td></td>
<td>Reasonable completion of building land at the periphery of settlements at the border with rural land</td>
</tr>
<tr>
<td>Result indicators</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Number of inhabitants in rural settlements</td>
</tr>
<tr>
<td></td>
<td>• Number of issued building permits in rural settlements</td>
</tr>
<tr>
<td></td>
<td>• Number of renewed buildings in rural settlements</td>
</tr>
<tr>
<td></td>
<td>• Ration between asphalt-paved and macadam local roads</td>
</tr>
<tr>
<td></td>
<td>• Number of regular bus connections between settlements</td>
</tr>
<tr>
<td></td>
<td>• Size of public areas in settlements</td>
</tr>
<tr>
<td></td>
<td>• Accessibility of public areas and services for all residents per 300 m on average</td>
</tr>
</tbody>
</table>
| Strengthening the partnership between urban and rural areas | • Ensuring adequate public services in rural areas  
• Equalising the quality and accessibility of public services of urban and rural areas  
• Division of functions between urban and rural areas |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Result indicators</strong></td>
<td>• Accessibility of public areas and services for all residents per 300 m on average</td>
</tr>
</tbody>
</table>
| Renewal of urban centres/settlements | • Increased attractiveness of urban centres for dwelling  
• Increased compactness of urban centres and the achievement of increased urban density in the areas of too low density  
• Integrated spatial, economic and social renewal of town districts or parts of settlements  
• Gentrification of town centres  
• Arranged and accessible public areas  
• Higher quality of urban planning and architectural design of settlements  
• Improved quality of construction and renewal of buildings (use of nature and people friendly materials, energy efficiency of buildings) |
| **Result indicators** | • Number of inhabitants in urban centres  
• Increased settlement density in urban areas (Inhabitants/ha)  
• Accessibility of public areas and services for all residents per 300 m on average  
• Use of abandoned locations for building and arrangement of public areas |

<table>
<thead>
<tr>
<th>RDP 2007-2013 Projects</th>
<th>Description</th>
<th>Time frame</th>
<th>Institutions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revitalisation of urban and rural settlements (Environment and Environmental Infrastructure, Efficient Spatial Planning)</strong></td>
<td>Integrated revitalization programmes for urban settlements as well as rural settlements and villages must be prepared for the region. In this framework, a priority list must be prepared and instruments proposed for the renewal and, thereafter, the development of these settlements. The priority revitalization areas are: old town centres of Koper, Izola and Piran.</td>
<td>2008–2013</td>
<td>RDC Koper, Municipalities</td>
</tr>
</tbody>
</table>

For the measure **Strengthening the partnership between urban and rural areas** no implementation projects, supposed to be prepared in cooperation with the municipalities and the potential operators, have been elaborated. The projects should be directed particularly to the division of functions between urban and rural areas and the improvement of the quality and accessibility of public services in rural areas.

**Establishment of supportive economic infrastructure**

The economy, as one of the foundations of the development of any region, shall in the next years launch and also implement new development breakthrough in order to become globally competitive. The basic element of economic development are creative, educated people who continuously take care of their personal development. However, the only generator of employment is the value added, which has to increase and thus create new posts.

For the purposes of the development of economic activities, economic zones shall be defined and adequately regulated. In addition to socio-economic conditions (capital, knowledge and workforce base), also the following spatial criteria shall be taken into consideration in the development of economic zones: optimum links to the transport and energy networks, and other infrastructure; the

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1 The priority and the measure of the Regional Development Programme (RDP) of South Primorska 2007-2013
vicinity and size of already existing economic zones and transport terminals; the size of settlements, their role in the urban system and accessibility to the planned economic zone locations; spatial opportunities and limitations arising from the condition of characteristics of the natural and cultural landscape in which an economic zone is located.

In accordance with the settlement planning criteria established in this field in the EU, as also the criteria set up by the Ministry of the Economy, the following types of economic zones shall be distinguished:

*Central economic zones of national scale (Type A)*

The central economic zones of national (and eventually transnational) scale are the economic zones to which the widest territory gravitates. They are connected by the motorway network, regional R1 and R* and main M1 and M2 roads. As regards their content structure, they comprise a wide range of activities (industrial production, manufacturing crafts, warehouses, parking lots, distribution, business and service activities, etc.)

The urban centre belonging to this type of economic zones is: Koper

*Central economic zones of regional scope (Type B)*

The economic zones of regional scope are in principle more numerous, of smaller scale and located in the vicinity of regional centres.

The urban centres belonging to this type of economic zones are: Sežana, Hrpelje-Kozina, Ilirska Bistrica

*Local economic zones (Type C)*

The local economic zones provide location to small enterprises in municipal hinterland. The local economic zones are relatively the most numerous, and must provide adequate development area and cover systematically as large a territory as possible. Their characteristic is an oligoculture or monoculture content and smaller scale, and they are connected by local roads.

The local centres belonging to this type of economic zones are: Divača, Knežak, Podgrad, Starod, Jelšane, Izola, Piran, Komen.

A technology park shall be established in Koper in which infrastructure will be established for technological enterprises (start-up and operative enterprises) and the development of supporting services. Two incubators shall be set up, in Koper and Sežana.

**Description of spatial planning measures in the field of supportive economic infrastructure:**

<table>
<thead>
<tr>
<th>Measure</th>
<th></th>
</tr>
</thead>
</table>
| Ensuring the land for production and business activities | o Concentration of knowledge and economic activities in particular areas  
o Efficient division of functions in the region  
o Activation of degraded and poorly utilised areas in settlements  
o Spatial division of residential areas and industrial areas  
o Reduce the impacts of production and business activities on the environment and human health |
| Result indicators | • Size of land adequately provided with infrastructure for the development of economic zones  
• Distance to knowledge institutions and economic locations;  
• occupation of economic zones  
• Reduced size of degraded urban areas  
• Number of complaints on account of production and business activities (noise, smell, etc.) |
### RDP 2007-2013 Projects

<table>
<thead>
<tr>
<th>Description</th>
<th>Time frame</th>
<th>Institutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establishment of the infrastructure for the development of technological enterprises (start-up and operative enterprises) and the development of supportive services. In addition to spatial capacities at subsidised price, a technological park offers also services for the development of new technologies, products and services and other entrepreneurial support services. It shall be a technological park of 3,700-m² net area available for letting to incubated enterprises, 400m² to cover the needs of supportive activities of the park. Three technological centres for logistics, the sea and design will be set up within the technological park.</td>
<td>2007-2010</td>
<td>RRC Koper</td>
</tr>
<tr>
<td>Construction and completion of infrastructure for entrepreneurial and business activities; crafts zones and business zones, industrial zones, incubator. Within this project, the following business zones will be constructed or completed: Sermin Industrial and Development Zone, Hrpelje Crafts Zone, Sežana Jug Business Zone, Ilirska Bistrica Industryl Zone, Podgrad Crafts and Industry Zone, Ješane Crafts and Industry Zone, Starod Crafts and Industry Zone, Knežak Crafts and Industry Zone, Ilirska Bistrica Network Incubator, Risnik Business Zone.</td>
<td>2007-2013</td>
<td>Municipalities</td>
</tr>
<tr>
<td>The University Campus shall integrate research and education in the area of natural sciences, biodiversity and state-of-the-art technology (development of environmental technologies). The project has not been prepared yet; therefore, first a feasibility study shall be prepared, which shall provide an answer also to the question of appropriate spatial location. The Municipalities of Koper and Izola shall reach the agreement of the University Campus location.</td>
<td>2007-2013</td>
<td>State</td>
</tr>
</tbody>
</table>

### Establishment of tourist infrastructure network and the supportive environment for the management of tourist destinations

In line with the Strategy for Sustainable Tourism Development of South Primorska, the development objectives directly related to spatial objectives are:
- integrated management of the destination for the development of marketing of new (sustainable) tourist products and the improvement of the existing tourist products, services and efficient investment in tourist accommodation and supportive infrastructure, in compliance with the principles of sustainability;
- improvement of the accessibility through the development of sustainable transport modes, increased mobility and investment in information infrastructure.

The future development of tourism and the associated support activities shall be based on the development of the following sub-destinations:
- **Slovenian Istra with hinterland** comprising the tourist centres of Piran, Portorož, Lucija, Izola and Koper.
Development guidelines: A switch from intensive tourism development to sustainable tourism development by raising the quality of the existing products and gradual realisation of sustainability principles. Specialisation in the offer of sub-destinations in the programme of coastal tourism and investment in the promotion of more competitive and strategic products: nautical products, conference/business tourism, and health and wellness tourism. Special emphasis shall be placed on spreading of tourist capacities and services to the hinterland.

- **Kras** with the following areas:
  - Classical Kras with tourist centres of Štanjel, Lipica and Škocjanske jame,
  - Vipavska Brda and the Valley of Branica,
  - Brkini and Vremščica,
  - Slavnik, Čičarja and Matarsko podolje,
  - Kras Edge the Valley of Glinščica.

Development guidelines: By reason of the need for diversified offer, reducing the risk and dependence on seasons and due to the need for enhanced recognizability of the offer of the whole region of South Primorska and the Kras destination in particular, the following is proposed:

- strengthening the competitive advantages of the Kras sub-destination, in particular the speleology products (Škocjanske jame, karsology, speleology, cave wellness); and
- marketing segmentation of the offer through cultural tourism due to exceptional cultural monuments in the area (Lipica, Štanjel).

It is proposed to progressively introduce sustainable tourism development by adapting and increasing the quality of the existing products and creation of new ones in line with sustainable objectives. For this purpose, the following forms of sustainable tourism shall develop at Kras:

- **products:** unique speleologic, gastronomic, health, hunting, equestrian;
- **programmes:** cultural tourism in relation with the countryside, special forms of recreation, specialised conferences (attracting the conference participants from other Slovenian destinations to visit cultural sites and outstanding natural and other unique, competitive Kras products).

- **Brkini** with the centres of Prem, Mašun, Gomance, Sviščaki.

Development guidelines: Enhance the competitive advantages of the sub-destination by eco-tourism, as a product diversification programme, by products related to the exploration of the natural features of this area, such as mountaineering, hunting, fishing, photo safari, etc. Therefore, the tourist offer of Ilirska Bistrica shall be directed to the creation of tourist products which include adventure, education and demonstration activities (e.g. storytelling, photo safari, multivision and multimedia presentations, guided visits, wilderness survival, etc.)

**Recreational infrastructure and thematic paths**

Two very important footpaths cross the area of South Primorska. The first one is the European Footpath E6, connecting the Northern Adriatic with the Baltic Sea. In South Primorska, this footpath goes from Veliki Snežnik via Ilirska Bistrica, Slavnik and Pogorje to the Kras Edge where it descends at Podpeč, climbs to Kubed, visits the Istrian villages of Marezige, Pomjan and Šmarje, and reaches Strunjan via Gažon and Jagodje. The footpath is relatively well marked and shown on all good tourist and tracking maps. The other footpath represents the south-western part of the Slovenian Mountain Transversal from Maribor to Ankaran. It reaches the area in question over the pick of the Nanos Mountain and climbs to Slavnik via Vremščica and Brkini. From there it continues to Socerb and the villages of Osp, Tinjan, Škofije and Hrvatini to Ankaran.

In the areas of Kras and Slovenian Istra, the network of **cycling tracks** are quite dense and ramified; however, in most part it is not adequately arranged, although works have already started in some sections. In the area of Ilirska Bistrica, the network of cycling tracks has not been established yet, so that only the most important routes have been indicated, as designed within the framework of the national plan.

The network of **wine trails**, which covers all wine-growing areas in Slovenia, extends also to South Primorska where two separate networks have formed; i.e. in the Kras area and in Slovenian Istra. The purpose of wine trails is to present and acquaint foreign and domestic visitors with high-quality Slovenian wines and to attract them by gastronomic offer to visit more remote and less known places. Wine trails are usually accompanied by assorted offer of tourist and ecological farms and a ramified network of local tourist sites of special interest.
Description of spatial planning measures in the field of tourist infrastructure:

<table>
<thead>
<tr>
<th>Measure</th>
<th>Objectives</th>
</tr>
</thead>
</table>
| Establishment of areas and ensuring of land for tourist zones and the accompanying infrastructure | - Concentration of tourist activities in tourist zones  
- Efficient division of functions in the region  
- Reduction of the environmental impacts of tourist activities  
- Spatial division of tourist and residential areas  
- Improved accessibility of tourist centres by the development of sustainable mobility forms  
- Efficient investment in tourist accommodation and supportive infrastructure |

**Result indicators**
- Number pf tourist beds  
- Number of overnight stays by Municipalities  
- Occupation of accommodation facilities regardless the season  
- Environmental efficiency of tourist capacities (reduced consumption of water per tourist)  
- Connection of tourist facilities by public transport (number of hotels with a bus stop not more than 500 m from the hotel)  
- Satisfaction of inhabitants with the effects of tourism  
- Satisfaction of tourists

**RDP 2007-2013 Projects**

<table>
<thead>
<tr>
<th>Description</th>
<th>Time frame</th>
<th>Institutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development of tourist subregional destinations (Brkini, Kras, Istra with hinterland)</td>
<td>2010-2013</td>
<td>Municipalities, tourism service providers, tourism investment companies, banks, ministries</td>
</tr>
<tr>
<td>The system of destinations management shall be harmonized with the regional and national system, intended for the integration of local offer and the support to the development of new services, in particular tourist products that can be carried out by local people who manage and protect the natural areas and the products which ensure additional employment for local population.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thematic paths (Economy, Development of tourist services)</td>
<td>2009-2013</td>
<td>RDC Koper</td>
</tr>
<tr>
<td>Development, connection and maintenance of thematic paths, linked to the cultural and natural heritage, history and gastronomy. An important aspect is also management and promotion of thematic paths and cross-border connections with Italy and Croatia. Elaboration of a conceptual design of thematic paths across Brkini and the implementation of planned thematic paths in the areas of Kras and Slovenian Istra.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parenzana and suburban cycling network (Economy, Development of tourist services)</td>
<td>2009-2013</td>
<td>Municipalities</td>
</tr>
<tr>
<td>Completion of the full length of the Parenzana Route of health and Friendship, from the border with Italy to the border with Croatia by upgrading and additional offer; arrangement of rest areas, information boards, transforming the old railway station at Škofije into a mini museum, infocentre and a “car and bike” point. Arrangement and construction of suburban cycling network: (e.g., in the Municipality of Koper: Pobegi–Prade–Koper, Vanganel–Koper, Ankaran–Koper, Markovec–Olmo, etc.) and the primary cycling connection of the Coast with Slovenia: Parenzana–Bivje–Rižana and further inland</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Arrangement of the promenade along the entire coast (Economy, Development of tourist services)

The objective of this project is an overall arrangement of a promenade along the whole length of the Slovenian coast and integration of varied content along the promenade (nature and biodiversity, cultural heritage, bathing infrastructure, moorings,) in order to establish the basis infrastructure for the improvement of the competitiveness of this tourist destination and the quality of life in the area.

2009-2013
Municipalities

Slovenian Adriatic Island (National Development Projects 2007-2023)

The project objective is to construct an island off the coast of Izola with a combined purpose to solve the problem of gravel deposit and to establish a great tourist attraction, providing the possibilities of relaxation, entertainment and socializing. The island shall be of 30,000 m² rising 3 m above the sea level. It will comprise various tourist entertainment infrastructure, catering services and a pier for bringing tourists mooring of private boats. The island shall also provide additional bathing area of which there is a lack on the Slovenian coast.

2009-2020

Integration of natural and cultural potentials of Kras (National Development Projects 2007-2023)

The project scope is to:
- establish a European Kras Park
- renewal of cultural heritage in the protected area of the Stud Farm Lipica and investment into the quality of tourist infrastructure
- investment in the development of tourist infrastructure and offer, as well as education and the preservation of natural and cultural heritage in the wider area of Škocjanske jampe
- investment into the renewal of Štanjel
- establishment of the institution and infrastructure of a Regional Kras Park.

2011-2016

2.2 Transport

The conception of transport management shall contribute to the attainment of the following spatial development objectives:

- improved internal and external interaction of the region
- strengthening of sustainable communities (urban centers)

Conception of transport infrastructure management

Development of transport infrastructure

The development of transport infrastructure is one of the key elements supporting the competitiveness of the region. Appropriate development of transport infrastructure enables the attainment of the following key objectives:

- increased competitiveness of the region,
- strengthened development of strategically significant urban centres and their economic potentials,
- enhanced development of less developed parts of the region and the rural areas.
The development of transport infrastructure shall contribute essentially to the attainment of the objective – Improvement of the quality of life in the region through sustainable development. A well considered development of transport infrastructure shall contribute significantly to the reduction of dependence on personal cars and thus contribute to slower increasing of the emission of greenhouse gasses, the reduction of the regional contribution to the climate change, the reduction of noise in urban environments and to the reduction of air pollution. In addition it shall contribute to the reduction of traffic congestion and the related costs and to the increased accessibility of transport services also for those inhabitants who cannot, for various reasons, use a personal car.

The measures related merely to the development of transport infrastructure do not suffice if we wish to reduce the emission of CO₂ and to mitigate the traffic jams and reduce other negative traffic effects. Therefore, measures shall be introduced in the area of transport management and adequate supportive economic instruments.

**Transport and strategically significant urban centres**

The future economic success of the region depends also on an efficient organization and functioning of strategically significant urban centres with soundly operating system of sustainable mobility. Without radical changes in the field of mobility, these centres will become less attractive for dwelling, burdened by noise and polluted air, low traffic safety, traffic jams and unreliable travel times (due to congestion), which all will further reduce also the development potential of the region.

Therefore, strategically significant urban centres (especially the Koper–Izola–Piran conurbation) need comprehensive transport strategies, taking into account the wider area supplied by these centres (at the cross-border and regional levels, regardless the municipal (and national) borders). Such strategies shall define strategic investments, the measures regarding the management of traffic flows, including the measures supporting the renewals of particular town districts. Investments shall be needed in new technologies and the measures for changing the transport habits of the population. The measures shall be directed also to the provision of better accessibility of services at reduced mobility, the measures promoting the access on foot and by bicycles as an important mode of urban mobility and the measures increasing the competitiveness of public transport.

The institutions responsible for the introduction of measures shall be municipal administrations, cooperating between themselves, public transport operators and other stakeholders. Cross-border cooperation shall be established, in particular with Trieste, in order to achieve a coordinated approach to solving this problem.

The activities leading to the modal breakdown to the benefit of sustainable mobility modes:

- establishment of attractive, safe and handy footpaths and cycle routes connecting the residential areas, employment centres, town centres, schools and other educational institutions, and other key destinations, by taking into consideration the examples of good practice;
- establishment of main public transport corridors, including the lanes reserved for public transport in the areas of frequent traffic jams;
- strengthening the role of motor and rail public transport;
- overall solution of parking (parking areas at the periphery of towns, P-R system), including the “destimulation” of long parking and the rerouting of commuters to public transport.

Priority areas of public transport promotion:

- motor: the surroundings of coastal urban agglomerations, the surroundings of Ilirska Bistrica, the surroundings of Sežana and the connection with Trieste;
- rail: in the direction towards central Slovenia, towards Trieste and Croatian Istra;
- maritime: connections between Slovenian, Croatian and Italian coastal towns.

Investment shall be needed into:

- adequate sustainable mobility infrastructure;
- selective investments into urban road network;
- change points with the accompanying infrastructure (parking lots, bicycles).

The municipal administrations, in cooperation with other stakeholders, shall take measures also in the field of transport demand management, namely:

- establishment of integrated and harmonized parking fees among urban centres;
- systematic information of users;
• planning of the accessibility of recreational areas, bathing areas and other critical areas during peak hours;
• establishment of information systems (rerouting to less loaded traffic routes, to vacant parking lots, public transport information system).

The more demanding transport management measures shall be introduced gradually in order of priority, but in a coordinated way, on the level of individual urban centres and the Koper–Izola–Piran conurbation and, if possible, in cooperation with Trieste. Later on it shall depend on the needs in other strategically significant urban centres. The measures supporting sustainable mobility modes (in particular the establishment of attractive, safe and handy footpaths and cycle routes) shall be implemented in all strategically significant urban centres and other more important urban centres, as well as in local centres.

Strategic regional transport links
The transport links crucial to the regional economy are those leading to the capital Ljubljana, towards Italy and Croatia, including the railway, the Port of Koper and airports (Ljubljana, Trst, Pula and Portorož).

The following is of key importance in order to enhance the competitiveness of the region and to realize its development potential:
• completion of the missing sections of the motorway network in the region;
• construction of the second railway line Koper–Divaca and the modernization of railway network;
• construction of a railway link between Koper and Trieste;
• recategorization and improvement of particular roads for better supply of remote places;
• construction of the third pier in the Port of Koper and the establishment of passenger maritime transport;
• modernization of the Portorož Airport and better connection of the region with the airports of Ljubljana, Trieste and Pula.

Road transport infrastructure
The present motorway network shall be complemented by the connection between Postojna/Divaca–Ilirska Bistrica–Jelšane and Koper–Draconja, and a connection to the Port of Koper. The high-speed road sections Koper–Izola and Jagodje–Lucija shall be constructed. After the construction of the high-speed-road, motor traffic shall be abandoned on the coastal road between Koper and Izola. The national roads Pivka–Podgrad and Kozina–Starod shall be modernized; the local roads ilirska Bistrica–Sviščaki and Harije–Tatre–Divaca shall be recategorized into a national road and modernized. In addition, the transversal road connection Idrja–Ajdovščina–Štanjel–Komen–Nabrežina–Sesljan shall be constructed and modernized, as it represents an important transversal axis linking the entire cross-border and coastal Lower Kras with the hinterland. The maintenance of the roads of lower regional and local orders shall be the responsibility of municipalities.

Railway transport infrastructure
The traffic density can be reduced by rerouting to railways. In particular the freight transport should be rerouted to the railway to the largest extent possible. This shall reduce the need for storage capacities in the Port of Koper and at the same time increase the maritime freight transport. These are considered the national projects of the modernization of the existing railway line and the construction of the second railway line Koper–Divača and the modernization of the railway line Pivka–Ilirska Bistrica.

Maritime transport
Development of the infrastructure and loading capacities is of crucial importance for further development of the Port of Koper and the strengthening of its competitive position in the network of Northern Adriatic ports. In addition, infrastructure shall be arranged for new passenger and ferryboat lines. New passenger and ferryboat lines shall be introduced and the flow of passengers shall increase. A modern passenger port shall be constructed in Koper, which shall at the same time represent a measure for the renewal of presently degraded urban area. The maritime transport shall be carried out also between the coastal centres where smaller passenger piers shall be arranged.

Integration of transport systems

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The transport systems, especially road, railway and maritime transport, shall be connected at contact points, which shall enable the changing (freight, passengers) between different transport modes. Multimodal logistics centres shall be established in Koper (integration of the maritime, rail and road transport) and in Sežana and Ilirska Bistrica (integration of the rail and road transport).

Air transport shall be based on the development of the international airport at Portorož, which shall become an important terminal for medium and business airplanes. The tourist air traffic shall develop on the existing sport airport at Dolenje Ležeče near Divača.

The conception of transport infrastructure management is shown in the cartographic appendices: Transport, Transport – road network and Sustainable mobility.

**Description of spatial planning measures in the field of transport infrastructure management:**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Objectives</th>
</tr>
</thead>
</table>
| Road transport infrastructure   | • Increase the transport accessibility and transitivity of the region  
• Reroute the road traffic flows from the precious coastal strip  
• Construct new road connections  
• Ensure the condition of the roads of regional and local order  
• Ensure adequate connection of regional and local road network to the national |
| Result indicators               | • Share of transport costs in total business costs of companies  
• Average daily traffic on individual sections (reduction of personal and especially freight transport)  
• Volume of goods and persons carried by railways  
• Number of passengers in public bus transport |
| Rail transport infrastructure   | • Increase the transport accessibility and transitivity of the region  
• Reroute the freight transport to the railways  
• Construct new rail connections and modernize the existing ones |
| Result indicators               | • Volume of goods and persons carried by railways  
• Length of constructed rail lines (in km)  
• Length of modernized rail connections (in km) |
| Maritime transport infrastructure| • Increase the transport accessibility and transitivity of the region  
• Growth of the Port of Koper as a freight and passenger port  
• Establish the system of public maritime transport |
| Result indicators               | • Number of passengers in ports per year  
• Number of newly established ship and ferryboat lines  
• Volume of goods carried in ports |
| Air transport infrastructure    | • Development of the Portorož Airport into an important passenger terminal for medium and business airplanes  
• Modernization of airport infrastructure |
| Result indicators               | • Number of passengers carried through the Portorož Airport per year |
| Establishment of sustainable mobility | • Improve the accessibility of transport services for a wider circle of users  
• Increase the traffic safety  
• Prevent the growth of the need for motorized mobility by efficient spatial placing of activities  
• Improve and extend the sustainable mobility infrastructure |
| Result indicators               | • Average daily traffic on individual sections (reduction of personal and especially freight transport)  
• Number of personal cars per 1,000 inhabitants  
• Number of passengers in public transport  
• Number of the users of cycling tracks |
<table>
<thead>
<tr>
<th>RDP 2007-2013 Projects</th>
<th>Description</th>
<th>Time frame</th>
<th>Institutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Second railway line Divača–Koper (Economy, Outward connection of the region)</td>
<td>The density of road transport can be reduced by its rerouting to the railways. In particular, freight transport should be rerouted to the largest extent. This will result in reduced need of storage capacities of the Port of Koper and also the increase in maritime freight transport. Spatial and technical documentation will have to be prepared for the investments and carry them out. This includes the projects of the modernization of the railway line and the construction of the second line Koper–Divača, the modernization of the railway line Pivka–Ilirska Bistrica, completion of the port infrastructure (pier II, pier III), and the establishment of multimodal terminals.</td>
<td>2010–2013</td>
<td>Port of Koper, MO, Municipality of Koper</td>
</tr>
<tr>
<td>Modernization of railway network (National Development Projects 2007–2023)</td>
<td>Within this project, spatial and technical documentation will have to be prepared and the following project realized: completion of the port infrastructure (pier II, pier III), the construction of passenger port in Koper.</td>
<td>2007–2009</td>
<td>Port of Koper, MO, Municipality of Koper</td>
</tr>
<tr>
<td>Development of the Port of Koper (Economy, Outward connection of the region)</td>
<td>The objectives of sustainable transport must be defined in the region and the analysis of the accessibility of public services carried out. On this basis, it is necessary to prepare a plan for sustainable transport and harmonise it with municipal spatial plans and guidelines. A uniform public transport timetable and payment system must be introduced. In order to carry out the overall system, a logistical center for passenger transport management must be established with a parallel construction of the requisite infrastructure.</td>
<td>2007–2009</td>
<td>Municipalities, MP</td>
</tr>
</tbody>
</table>
There are no projects as yet regarding the **Airport infrastructure**. The projects shall be directed particularly to the modernization of the Portorož Airport and the development of sport airports in the region.

Regarding the measure **Rail transport infrastructure**, the implementation project of the strategic railway connection between Koper and Trieste is missing.

### 2.3 Public Utility Infrastructure

The conception of public utility infrastructure management shall contribute to the attainment of the following spatial development objectives:

- strengthening of sustainable communities (urban centres);
- sustainable management of natural resources.

**Conception of public utility infrastructure management**

**Development of public utility infrastructure**

**Water supply** comprises the provision of (extraction, preparation, distribution) drinking water, process water and fire-extinguishing water and simultaneous protection and preservation of natural resources.

Water supply shall be provided from three existing public supply systems:

- the Rižana water supply system utilizing the spring of the Rižana River, Gradole and Brestovica;
- the Kras water supply system utilizing the Klaričič (Brestovica) reservoir and Nanos water sources;
- the water supply system of Ilirska Bistrica utilizing the spring of the Bistrica River.

In order to meet the needs for water in the region, it is proposed to construct two retention basins at the Padež and Suhorka watercourses having an adequate catchment area, while the construction is possible in more phases and the safety of the water resource is higher. The new water resource shall provide a long-term supply of drinking water for the population at present supplied by the Rižana water supply system, and at the same time this source shall represent a reserve source of water for the Kras and Ilirska Bistrica water supply systems. The water protection areas have been established for the envisaged water source. It is also planned to construct a regional water supply system, connected to the existing regional water supply system at Kozina. A connection should be established of the regional water supply system with the Kras and Ilirska Bistrica water supply system and the Ilirska Bistrica system with the planned Padež-Suhorka water source, respectively.

**Public utility infrastructure**

In accordance with the National Operative Programme of Waste Water Collection and Treatment, all settlement areas with more than 10,000 PE shall be provided with a public sewage system and a waste water treatment plant by 31 December 2008, and by that time at least 95% of the load generated due to waste water shall be connected to the public sewage system. Such areas in the region are Koper, Izola and Piran.

The settlement areas with the load of 2,000 PE to 10,000 PE shall be provided with a public sewage system and a waste water treatment plant by 31 December 2015, and by that time at least 95% of the load generated due to waste water shall be connected to the public sewage system. Such areas in the region are Ilirska Bistrica and Sežana.

All other settlements in the region shall be provided with a public sewage system and a waste water treatment plant by 31 December 2015, and by 31 December 2017, a substantial part of the load shall be connected to the public sewage system.
Table 1: The following programmes of waste water collection and treatment are planned in the area of South Primorska

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Settlement</th>
<th>Programme</th>
<th>Construction time limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Izola</td>
<td>Izola – mesto</td>
<td>Collection of waste water at WWTP Koper (reconstruction required), completion of sewage network</td>
<td>2008</td>
</tr>
<tr>
<td></td>
<td>Jagodje</td>
<td>Collection of waste water at WWTP Koper (reconstruction required), construction of the missing parts of the sewage network</td>
<td>2015/2017</td>
</tr>
<tr>
<td></td>
<td>Dobrava</td>
<td>Collection of waste water at WWTP Koper (reconstruction required), construction of the missing parts of the sewage network</td>
<td>2015/2017</td>
</tr>
<tr>
<td></td>
<td>Bolnišnica Izola</td>
<td>Collection of waste water at WWTP Koper (reconstruction required)</td>
<td>2008</td>
</tr>
<tr>
<td></td>
<td>Šared</td>
<td>Collection of waste water at WWTP Koper (reconstruction required), construction of the missing parts of the sewage network</td>
<td>2015/2017</td>
</tr>
<tr>
<td></td>
<td>Cetore</td>
<td>Sewage network and TP Četore constructed</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Malija</td>
<td>Collection of waste water at WWTP Piran (reconstruction required), construction of the missing parts of the sewage network</td>
<td>2015/2017</td>
</tr>
<tr>
<td></td>
<td>Korte</td>
<td>Sewage network and TP Korte partly constructed, planned capacity of 1,000 PE</td>
<td>2015/2017</td>
</tr>
<tr>
<td></td>
<td>Korte–Medoši, Draga</td>
<td>Planned construction of sewage network and TP Medoši–Draga</td>
<td>2015/2017</td>
</tr>
<tr>
<td>Koper</td>
<td>Koper, Pobegi, Prade, Sv. Anton, Bošamarin, Kampel, Manžan, Šalara and Vanganel</td>
<td>Constructed sewage network and treatment at WWTP Koper (50,000 PE)</td>
<td>2008</td>
</tr>
<tr>
<td></td>
<td>Ankaran, Kubed, Osp, Zgani, Škofije, Movraž, Lukini, Dvori</td>
<td>TP Ankaran, TP Kubed, TP Osp, TP Zgani, TP Škofije, TP Movraž, TP Lukini and TP Dvori</td>
<td>2015/2017</td>
</tr>
<tr>
<td>Piran</td>
<td>Piran</td>
<td>Constructed sewage network and TP Piran (30,000 PE), reconstruction planned (33,000 PE)</td>
<td>2008</td>
</tr>
<tr>
<td></td>
<td>Sveti Peter, Sečovlje, Dragonja, Nova vas, Padna, Orešje</td>
<td>Partly constructed sewage network and operative TP Sveti Peter, TP Sečovlje (upgrading planned), TP Dragonja, TP Nova vas, TP Padna, TP Orešje</td>
<td>2015/2017</td>
</tr>
<tr>
<td></td>
<td>Špohi, Goreli</td>
<td>Planned construction of sewage and TP Špohi–Goreli</td>
<td>2015/2017</td>
</tr>
<tr>
<td></td>
<td>Kortina</td>
<td>Construction of sewage network and TP Kortina planned</td>
<td>2015/2017</td>
</tr>
<tr>
<td>Ilirska Bistrica</td>
<td>Ilirska Bistrica</td>
<td>Partly constructed sewage network and constructed TP Ilirska Bistrica</td>
<td>2015/2017</td>
</tr>
<tr>
<td></td>
<td>Šembije</td>
<td>Partly constructed sewage network and constructed TP Šembije</td>
<td>2015/2017</td>
</tr>
<tr>
<td>Municipality</td>
<td>Settlement</td>
<td>Programme</td>
<td>Construction time limit</td>
</tr>
<tr>
<td>---------------------</td>
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<td>---------------------------------------------------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>Vrbovo (incl. Vrbica), Koseze, Topolc, Dolnji Zemon, Zarečje, Velika Bukovica, Jablanica, Zarečica, Gornji Zemon, Rečica, Dobro Polje</td>
<td>Partly constructed sewage network and connection of settlements to TP Ilirska Bistrica</td>
<td>2015/2017</td>
<td></td>
</tr>
<tr>
<td>Other agglomerations above 50 PE as to the compulsory programme</td>
<td>Planned construction of sewage network and connection of settlements to local TP</td>
<td>2015/2017</td>
<td></td>
</tr>
<tr>
<td>Hrpelje - Kozina</td>
<td>Hrpelje - Kozina</td>
<td>Partly constructed sewage network and constructed TO Hrpelje–Kozina (1,000 PE)</td>
<td>2015/2017</td>
</tr>
<tr>
<td>Other agglomerations above 50 PE as to the compulsory programme</td>
<td>Planned construction of sewage network and connection of settlements to local TP</td>
<td>2015/2017</td>
<td></td>
</tr>
<tr>
<td>Komen</td>
<td>Komen</td>
<td>Partly constructed sewage network and TP</td>
<td>2015/2017</td>
</tr>
<tr>
<td>Kobdilj</td>
<td>Construction of sewage network and TP</td>
<td>2015/2017</td>
<td></td>
</tr>
<tr>
<td>Other agglomerations above 50 PE</td>
<td>Construction of sewage network and local TP which locations have not been defined yet</td>
<td>2015/2017</td>
<td></td>
</tr>
<tr>
<td>Divača</td>
<td>Divača</td>
<td>Partly constructed sewage network and constructed TP Divača (1,500 PE)</td>
<td>2015/2017</td>
</tr>
<tr>
<td>Senožeče</td>
<td>Partly constructed sewage network and constructed TP Senožeče (1,200 PE)</td>
<td>2015/2017</td>
<td></td>
</tr>
<tr>
<td>Other agglomerations above 50 PE as to compulsory programme</td>
<td>Planned construction of sewage network and connection of settlements to local TP which locations have not been defined yet</td>
<td>2015/2017</td>
<td></td>
</tr>
<tr>
<td>Sežana</td>
<td>Sežana</td>
<td>Partly constructed sewage network and constructed TP Sežana</td>
<td>2015/2017</td>
</tr>
<tr>
<td>Other agglomerations above 50 PE as to the compulsory programme</td>
<td>Planned construction of sewage network and connection of settlements to local TP</td>
<td>2015/2017</td>
<td></td>
</tr>
</tbody>
</table>

Waste management

One of the major problems in the municipalities are filled-up landfill sites. The Municipality of Izola has a regulated landfill and at the present rate of waste disposal, there is enough space available for the next five years. The situation is similar with the landfill in Piran, but the site is filling up fast. The Municipality of Koper managed to extend the landfill and thus secured the space until 2008, but now they are looking actively for a new solution. The four Kras and Brkini municipalities have a common landfill site in the area of WMC Sežana. By a programme of adjustment, they arranged the system of leachate drainage and degasification. The WMC Sežana has a waste disposal capacity available for another few years. In the Municipality of Ilirska Bistrica, waste disposal is ensured only until the end of 2007. All landfills have a waste disposal permit until October 2007.

All municipalities in the region joined the GOJUP Consortium that set itself as the first task to introduce separate collection of waste at source and the arrangement of collection points (eco islands) and collection centres on the level of individual municipalities. At the regional level, the municipalities
members of the GOJUP Consortium defined a scenario that envisages two regional waste management centres (WMC):

- **Regional WMC Koper** in the area of Sermin where the treatment of separately collected fractions shall be carried out in the following facilities: sorting, composting, dismantling of bulk waste and household appliances, collection centre and loading station. Mechanical and biological treatment of residual waste shall also be possible.

- **Regional WMC** where mechanical biological treatment of residual waste and the preparation for further material utilization of waste shall be carried in order to achieve maximum material utilization. A smaller part of stabilized residual waste shall then be safely deposited.

The location for the second regional centre is still being looked for. The searching procedure is based on the study of natural features of areas in all municipalities, suitable for the construction of such a centre, which was elaborated by the Geological Survey of Slovenia and also on the assessment of social acceptability of the proposed areas. The result of the study are 21 areas suitable for the location. A suitable location shall be selected with active participation of the inhabitants in all construction procedures.

**Energy infrastructure**

**Electric energy infrastructure**

It is proposed to construct the following overhead power lines:

- 2x400 kV Lavrič–Divača
- 2x400 kV Divača–Italy
- 2x110 kV Divača–Postojna
- 2x110 kV Dekani–Sermin

The **gas transmission network** for natural gas runs along the northern margin of the region as a gas pipeline M3 Ljubljana–Šempeter. To ensure the consumption of natural gas in the coastal area and in the Municipalities of Sežana and Hrpelje–Kozina a pipeline M6 Ajdovščina–Lucija shall be constructed, ensuring also the connection with Croatia, with the pipeline Gažon–Dragonja. For the area of Ilirska Bistrica and the connection of Postojna, Pivka to the gas transmission network, a connection Kalce (Logatec)–Jelšane is planned, with a connection to Croatia. A transversal connection Hungary (Croatia)–Italy is envisaged through the Kras area as a trans-European magistral gas pipeline (international gas pipeline M9 Dolga vas (Hungarian border)–Opatje selo (Italian border). As the gas pipelines shall run through a very vulnerable karstic area, they shall be thoroughly examined and harmonized with spatial limitations.

**Renewable energy sources**

A special emphasis shall be laid on the development of local energy and the utilization of renewable energy sources. Because of the geographical situation, the **solar energy** should be especially underlined in the coastal part of the region. The solar energy is utilized by individual households mainly for water heating, but it is actually not used for the electric energy supply.

In the area of South Primorska, conflicts are arising between the initiatives and projects for the utilization of **wind energy** and the protection of natural values. This is especially evident in the first attempt to locate a wind power plant at the northern margin of the Municipality of Ilirska Bistrica. The environmental vulnerability study of the utilization of wind energy has defined a very large potential area, but which does not include the nature protection areas (ecologically significant Natura 2000 areas) and the actual wind potential of individual areas. In the Conception, the utilization of wind energy is considered as a potential renewable energy source, while exact areas or even individual locations have not yet been defined.

Ilirska Bistrica, with the presently installed power of 2 MW and a capacity potential of 8 MW of municipal **wood biomass** heating network, has become the national reference line for the utilization of wood biomass. Wood biomass is of economic importance especially due to the large forests and overgrowing land in the region.

**Information and communication network**

Local and subregional optic cable connections shall be set up to create a backbone for the establishment and enabling of new technologies which will affect the work methods and spatial
distribution of activities. To provide a modern communication system, all larger centres (municipal centres) shall be connected by efficient transmission (optic cables).

The municipalities and the region shall promote development and introduction of modern telecommunication infrastructure also on the level of local centres. Here this implies the use of the present fixed telephone network, cable TV network and mobile network. At the maximum utilization of infrastructure and the establishment of e-government and e-business, telecommunication shall represent a motive power for the redistribution of activities in the physical space.

Description of spatial planning measures in the field of public utility infrastructure management:

<table>
<thead>
<tr>
<th>Measure</th>
<th>Objectives</th>
</tr>
</thead>
</table>
| Completion of the basic environmental infrastructure | - Ensure high-quality public utility services for the population and the economy  
- Ensure efficient waste water treatment – upgrading of sewage network and TP  
- Ensure safe drinking water supply and reduce water losses in plumbing – modernization of water supply networks, construction of Suhorka-Padež retention basin  
- Arrange the regional waste management centre of order I  
- Reduce the environmental pressures |

<table>
<thead>
<tr>
<th>Result indicators</th>
<th></th>
</tr>
</thead>
</table>
| % of households connected to sewage network and TP  
Quality of sea water (trophic index)  
Concentration of nitrates and phosphates in coastal waters  
% of households connected to public water supply networks  
% of suitable drinking water samples in the most important water supply networks  
Water consumption in m$^3$/inhabitant/year  
% of households and companies participating in the waste management system  
Volume of urban waste per inhabitant  
% of separately collected waste fractions  
% of recycled waste |

<table>
<thead>
<tr>
<th>Sustainable energy supply</th>
<th></th>
</tr>
</thead>
</table>
| Harmonised planning of settlement areas, economic zones and infrastructure for energy supply (municipal heating, steam supply, gas pipeline)  
Clear definition of the conditions for spatial location of renewable energy sources projects (solar, wind, biomass) |

<table>
<thead>
<tr>
<th>Result indicators</th>
<th></th>
</tr>
</thead>
</table>
| Elaborated regional energy conception  
% of inhabitants connected to the municipal heating systems  
% of electrical energy from renewable energy sources in the structure of consumed electrical energy |

<table>
<thead>
<tr>
<th>Development of information communication technologies</th>
<th></th>
</tr>
</thead>
</table>
| Reduce the economy communication costs  
Wide accessibility to ICT with an emphasis on the provision of adequate infrastructure to smaller settlements |

<table>
<thead>
<tr>
<th>Result indicators</th>
<th></th>
</tr>
</thead>
</table>
| Number of ICT technology users (economy, households)  
Number of public services through Internet and the number of their users  
% of inhabitants with Internet access |
Conception of Activities and Land Use in the Landscape

The conception of activities and land use in the landscape shall contribute to the attainment of the following spatial development objectives:

• strengthening of the regional identity attractiveness;
• sustainable management of natural resources.

Conception of Activities and Land Use in the Landscape

Agriculture, fisheries and forestry

In the light of spatial development, the classification of agricultural land into the best and other agricultural land is an important factor. Due to a very restrictive legal protection of the best land, which is determined exclusively on the basis of sectoral references, the agricultural sector have often...
hindered a logical and directed urban development in the last two decades. Especially in large settlements, these restrictions have prevented the changes in land use category, often irrespective of the actual use and quality of the land, and thus reduced the possibilities of further settlement also in small rural settlements. In addition, from the spatial point of view, defining the land in urban planning zones or at their margins as the best agricultural land is inappropriate, as in these areas intensive agricultural production is not compatible with the residential environment.

Modern, sustainable approaches to food production (integrated production, ecological production) are increasingly gaining ground in the region and exploiting the natural particularities (soil, climate, relief). Regarding the natural structure and climatic conditions, the conditions in different parts of the region are suitable for various farming modes. It would, therefore, be appropriate to further develop them in the future and thus establish a system of internal specialisation of the agricultural production in the region:

- wine growing (Kras, Slovenian Istra),
- fruit growing (Brkini, Slovenian Istra),
- livestock production (Kras – cattle, horse and sheep breeding; Slovenian Istra – sheep breeding, Brkini – cattle and sheep breeding),
- vegetable cultivation or horticulture (Slovenian Istra, Brkini),
- olive growing (Slovenian Istra).

Kras and Slovenian Istra need water for irrigation of agricultural land; however, a detailed analysis of the needs for and the justification of irrigation have not been done. An accurate analysis of the situation is needed, as well as a feasibility study and a cost-benefit study in order to determine the suitability of irrigation measures by areas, and the type and intensity of production.

The analysis of development potential in agriculture indicates that there are significant possibilities for further development of agriculture in South Primorska in connection with the development of tourism and recreation, and indirectly also with the protection of cultural and natural heritage (farm tourism, thematic paths, educational tourism, renewal of village centres and individual characteristic architectural landmarks). In nature preservation areas, new development options are opening up for agriculture, related also to the compensation for the loss of income due to the restrictions (ecological production, consideration of the dynamics of natural processes).

Fishery is important on the coastal strip and at sea, and mariculture is developed on three locations (fish farming and shellfish farming). Modern infrastructure is required to develop fishery, which includes the arrangement of suitable fishing ports and the space for the unloading of fish. These facilities are planned on the existing locations in Izola (Koper and Piran, while potential locations are also Ankaran, Strunjan and Seča, as related to the present locations of mariculture).

According to forestry definition, woodlands are a predominant landscape feature, covering the entire central part of the region, from Kras and across Brkini to the eastern part of Slovenian Istra. The prevailing feature is a mosaic of forest interwoven with agrarian and other land uses. Large forest complexes and the forests of Snežnik, Vremščica nad Slavnik. As in all other parts of Slovenia, the principle of acting with due care and attention was incorporated in forest management already in the past also in South Primorska, which resulted in the sustainability of forestry production. The principal belief in forest management is to ensure forest sustainability, taking into account ecologically acceptable forms and the structure of forest stands, as well as the economy in all multipurpose forests and their social significance.

Integration of natural and cultural potentials of the region

The existing national protected areas are: Škocjanske jame Regional Park, the Natural Reserves of Škocjanski zatok, Strunjan, Debeli Rtič and the Madona Cape, and the Sečovlje Saltpan Landscape park. They mostly belong to the Natura 2000 areas or ecologically significant areas, as the areas largely overlap. In the areas of Kras and Brkini and the wider area of Snežnik, the proclamation of regional parks has been proposed and in the areas of Dragonja and Glinščica Rivers, landscape parks have been proposed.

In South Primorska there are six areas of complex protection of cultural heritage, defined in the SDSS as the areas of national identity:

1. Kras,
2. Kras and Brkini,
3. partly the area of Vipavska Brda,
4. Bržanija and Moravška dolina,
5. Šavrinj,

These areas, which feature a high density of cultural heritage and numerous ties, most frequently historic ones, are a significant element of national identity which reflects in spatial features, forming a recognizable cultural landscape, mainly due to traditional, predominantly agrarian land use. Preserved husbandry modes are close to modern concepts of spatial management, as they lay stress on co-natural management and the protection of resources with a view to ensure sustainable spatial vitality in all its meanings.

The purpose of the integration of the listed natural and cultural potentials of the region with an established management system are as follows:

- development of tourist products in connection with nature protection areas and cultural heritage;
- harmonisation of protected areas management regimes;
- preparation and implementation of common projects (development of tourist destinations, thematic paths);
- joint promotion and raising the awareness of local population and visitors;
- preservation and promotion of regional identity.

**Protection, use and management of waters**

Within the region there are the following larger areas of groundwater that supply the existing water supply systems:
- Reka and Pivka catchment areas,
- Komen and Sežana Kras,
- Rižana Valley and Brkini hinterland,
- Dragonja Valley (Croatian territory).

Water protection areas for the Padež–Suhorka water source have already been defined.

Due to the specific characteristics of the karstic area, the water sources are essentially more sensitive to the pollution of soil, water and air. The principal sources of pollution are urbanization and the unsolved problems of discharge and treatment of waste water, dispersed building, industry and agriculture, and a constant threat of eventual pollution from various sources, in particular related to ecological disasters. All water sources in the region must be properly protected by national regulation. However, the most significant measure is the implementation of protection regimes. In addition, the future regional spatial development shall ensure that the restrictions arising from the water protection requirements are adequately compensated by various development incentives and various forms of compensation.

**Protection against natural disasters**

*Flood areas*

Flood areas exist on individual, minor sections of some rivers (Rižana, Badaševica, Pinjavec Brook, downstream part of the Dragonja and Reka Rivers, Vremska dolina); the sea overflows only on the narrow coastal strip along the Semedela Channel and in Piran.

*Erosion areas*

Erosion areas demanding stricter anti-erosion measures cover almost the entire areas, from the Kras Edge to the coast, i.e. the whole flysch area, as also the Brkini area. There are, however, also the erosion areas (at the margins of Vipavska Brda) that require normal anti-erosion measures.

*Fire risk*

Fire risk is an important factor in the region due to the dry ad warm sub-Mediterranean climate in combination with degraded sites. Fire risk further increases due to traffic corridors crossing the region, particularly the railway.
Coastal area management

The Slovenian coast is an area of outstanding significance due to its natural and environmental features, cultural heritage, a specific landscape with a distinctive identity, as also its economic potentials (tourism, maritime transport – the Port of Koper, fishery). However, the coastal area is highly limited.

The key environmental and spatial potentials of the coastal strip are the nature, cultural heritage, natural resources (fishing reserves, agriculture, forestry), recreational potential (bathing areas, promenades, tourist and recreation areas, green areas), urban, architectural and landscape qualities.

The main environmental and spatial pressures on the coastal strip arise on the one hand from vigorous urban development and tourism development (including the construction of tourism capacities, marinas, secondary homes, recreational infrastructure, etc.) and the associated road traffic, burdening of waters, increasing volume of waste, and on the other hand, from intensive development of the Port of Koper and the increase in maritime transport. Other pressures foreseen are connected to climate change, rising of water level and the resulting flood risk and damages due to extreme weather conditions.

To ensure that the coastal area remains a significant regional potential, the future development shall be harmonised with the fundamental principles of sustainable development, while increasing the economic performance of the region and at the same time strengthening the environmental and social value of the coastal area.

Partnership approach is crucial to development and special planning of the coastal area. To this end, partnership shall be established to achieve integrated management of coastal area, joining the stakeholders in the field of regional development, spatial planning, water management, nature preservation, fishery, transport, protection of cultural heritage and others. Until the establishment of provinces, the partnership shall work within the structure set up on the basis of the Promotion of Balanced Regional Development Act.

Due to the ever-increasing pressure on the use of the sea (inner sea, territorial sea) – transport, fishery and mariculture, recreation, protected areas, energy supply, etc. – a spatial plan shall be prepared for the sea use, providing a spatially harmonised use of the sea and various use regimes. The municipalities shall launch an initiative that the spatial plan be harmonised in the area of the whole Gulf of Trieste, in cooperation with partners from Italy and Croatia and their regional and local representatives respectively.

In their municipal spatial plans, the municipalities, in partnership with other stakeholders, shall define the "coastal strip" comprising the sea, the inshore belt and the surrounding areas which are crucial for the preservation of natural values, the landscape, cultural heritage and for the development of recreation associated with the sea.

The purposes of the establishment of a coastal strip with a special management regime are:

- establishment of harmonised spatial management rules along the entire length of the coast in municipal spatial plans;
- establishment of intermunicipal harmonised spatial conception for specific activities (moorings, operative coast for maritime activities);
- establishment of harmonised measures to disburden the coast by reducing the motor traffic, and management of the coast accessibility;
- preparation and implementation of common projects (coastal footpath along the entire coast length, construction of an island, the programme of green areas arrangement, the programme of bathing areas arrangement);
- development of tourist products related to the coastal strip and associated protected areas of nature and cultural heritage;
- harmonisation of coastal strip management regimes;
- joint promotion and raising the awareness of the citizens and the users of the coastal strip.

Detailed rules for spatial management of the coastal strip shall arise from the fundamental rules of the Spatial Order of Slovenia, taking into account specific guidelines defined within the framework of the expert groundwork of the Detailed Conception of Coastal Strip Spatial Arrangements. All initiatives for actions on the coastal strip and its hinterland (e.g. Slovenian island, new water areas in the hinterland)
shall be first assessed within the meaning of their compliance with the existing expert groundwork, followed by the preparation of project documentation, comprising the feasibility study, the procedure of building permit acquisition and the spatial implementation act.

### Description of spatial planning measures in the field of activities and land use in the landscape:

<table>
<thead>
<tr>
<th>Measure</th>
<th>Objectives</th>
<th>Result indicators</th>
</tr>
</thead>
</table>
| **Agriculture**                              | - Ensure adequate accessibility of cultivated areas  
- Ensure flood protection of cultivated areas  
- Directing agricultural activities to the land with the most suitable conditions leading to the adjustment of land categorisation with its actual use  
- Removal of farms from pure residential areas to more suitable locations with better development potential |  
- Cultivated areas threatened by floods  
- Number of removed farms  
- Size structure of farms |
| **Fishery development**                     | - Arrange fishing ports and the places for unloading fish  
- Arrange first sale places for fishing products and the fish market |  
- Number of first sale places for fishing products  
- Number of arranged fishing ports and fish unloading places |
| **Improvement of the economic value of forests** | - Increase the forest openness by the reconstruction and construction of forest roads and sledges to reduce the cost of bringing in wood  
- Merger of forest properties |  
- Constructed and renewed forest roads  
- Size of forest properties |
| **Protection, management and integration of cultural heritage** | - Establish efficient management of areas and facilities of cultural heritage  
- Cultural heritage in use (tourist, cultural activities, dwellings, etc.)  
- Renewal of town centres and parts of settlements |  
- % of cultural heritage protection areas  
- Number of areas and facilities of cultural heritage in function  
- Number of spatial interventions not in compliance with the objectives of protected areas or facilities  
- Elaborated management plans  
- Number of facilities included in tourist of cultural offer of the region |
| **Protection, management and integration of nature protection areas** | - Establish efficient management of protected areas by defined managers and management plans  
- Establish recreational and interpretation infrastructure in protected areas  
- Favourable condition of species and habitats |  
- Size of nature protection areas  
- % of actively managed areas or the number of management plans  
- Number of spatial interventions not in compliance with the objectives of protected areas  
- Number of protected species and habitats in good condition  
- Number of tourist products based on the natural potentials of the region |
| **Protection, use and management of waters** | - Protection of water resources and their potentials regardless their present or future use  
- Preservation of natural watercourses and their water regime |  
- Size of water protection areas with appropriate control over the implementation of protection regimes  
- Quality of water resources  
- Quality of watercourses and water quantity in summer time |
| Protection against natural disasters | • Ensure flood safety of urban and agricultural areas  
• Preserve natural retention capacity (preservation of wetlands, dead river branches, groves), reduce impermeable areas, and direct the uses interfering with drainage regimes (urbanization, intensive agricultural areas)  
• Prevent unsuitable uses and actions in erosion areas  
• Ensure fire safety (forest cuts, construction and renewal of dry walls, buffer zones along railway lines) |
|-----------------------------------|--|
| **Result indicators** | • Number of floods in urban and agricultural areas  
• Number of erosion sites  
• Size of retention areas  
• Economic damage caused by floods |
| Coastal strip management | • Prepare spatial and project documentation for the arrangement of key sections of the coast, and tourist and recreational infrastructure (construction of an island offshore the town of Izola, arrangement of the coast between Koper and Izola upon the construction of a new high-speed road, renewal of the eastern part of Izola)  
• Implement priority investments (arrangement of individual parts of the path, arrangement of bathing areas, arrangement of the infrastructure in protected areas directly adjacent to the coast)  
• Prepare the measures for coastal area accessibility management |
| **Result indicators** | • Number of implemented priority investments  
• Length of natural coast |

### RDP 2007-2013 Projects

<table>
<thead>
<tr>
<th>RDP 2007-2013 Projects</th>
<th>Description</th>
<th>Time frame</th>
<th>Institution(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agrarian operations (Rural area, agriculture, fishery and forestry; Development of new and preservation of traditional products and services, promotion of nature-friendly farming, preservation of settlement)</td>
<td>Planning and construction of irrigation systems, arrangement of water reservoirs, completion of commassation, solving the ownership problems – preparation of expert groundwork and pilot projects.</td>
<td>2007-2013</td>
<td>Institute of Agriculture and Forestry</td>
</tr>
<tr>
<td>Arrangement of food processing facilities (Rural area, agriculture, fishery and forestry; Development of new and preservation of traditional products and services, promotion of nature-friendly farming, preservation of settlement)</td>
<td>Define and arrange the facilities for shared food processing plants enabling several farms to achieve a more competitive processing and production.</td>
<td>2009-2013</td>
<td>Institute of Agriculture and Forestry</td>
</tr>
<tr>
<td>Regulation of trade in fish (Rural areas, agriculture, fishery and forestry; Linking the supply and the market)</td>
<td>Arrange places for unloading of fish and arrangement of the fish market in Izola</td>
<td>2008-2013</td>
<td></td>
</tr>
<tr>
<td>Improvement of the economic value of forests (Rural areas, agriculture, fishery and forestry; Improvement of the economic value of forests)</td>
<td>Arrange forest roads and sledges for improved cost efficiency of forest management</td>
<td>2007-2013</td>
<td>Forest owners</td>
</tr>
<tr>
<td>Establishment of management and integration of protected</td>
<td>Active protection of protected (natural and cultural) areas demands the establishment of an institutional model and the system of</td>
<td>2010-2013</td>
<td>State</td>
</tr>
</tbody>
</table>
areas (Environment and environmental infrastructure; Cooperation with the Government on common projects) management. Active management of these areas shall be established through management plans, integration and joint promotion of protected areas.

There are no integrated projects prepared in the field of Agriculture. The projects shall be directed primarily to the establishment of spatial conditions for the development of agriculture and the infrastructure for the implementation of agricultural activities. Some projects (e.g., irrigation, construction of greenhouses, etc.) shall demand the preparation of expert groundwork in the form of feasibility studies, environmental impact assessments, etc.

**Horizontal measures**

**Cooperation**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Objectives</th>
</tr>
</thead>
</table>
| Cross-border cooperation | o Strengthen the competitiveness of the region and urban potential  
o Establish partnerships with neighbouring regions/provinces (Province of Trieste, Province of Gorizia, Istra county, Primorsko-Goranska County) in the area of the establishment of sustainable mobility |
| **Result indicators** | • Common spatial plan with neighbouring regions |
| Cooperation with the Government on common projects | o Establish partnerships for a more efficient action, in particular in the areas of development and spatial placing of transport network, protection of water sources and the management of water and the sea, appropriate use of agricultural land, establishment of protected areas management  
o Consultation on inspection for the prevention of illegal spatial interventions |
| **Result indicators** | • Agreed upon water protection areas, regimes and the control over implementation  
• Number of protected and manager areas  
• Number of detailed plans  
• Number of illegal spatial interventions |
| Cooperation with neighbouring regions (provinces) | o Exchange of information and experience  
o Interregional planning  
o Exploitation of synergic effects of planned actions |
| **Result indicators** | • Conciliation meetings  
• Number of joint projects  
• Number of interregional expert groundwork and strategies |
| Intermunicipal cooperation on strategic spatial projects | o Strengthen the competitiveness of the region  
o Sound use of physical space and thoughtful division of functions between individual areas  
o Establish appropriate access to functional areas |
| **Result indicators** | • Number of intermunicipal/regional spatial plans  
• Number of common passenger connections  
• Number of common public services (cultural calendar, etc.) |
### Active land policy

<table>
<thead>
<tr>
<th>Objectives of the measure</th>
<th>Instruments</th>
</tr>
</thead>
<tbody>
<tr>
<td>o Impact on real estate prices</td>
<td>o Enforcement of pre-emptive rights</td>
</tr>
<tr>
<td>o Protection of strategic development areas (areas of tourist facilities, business zones, the coast, etc.)</td>
<td>o Restrictions in real estate trade</td>
</tr>
<tr>
<td>o Accessibility of green areas and public services (ensuring the accessibility, free crossing and efficient access to public services)</td>
<td>o Taxation (taxes, duties, compensations, subventions, favourable loans)</td>
</tr>
<tr>
<td></td>
<td>o Determination of the relations between private and public accessible areas</td>
</tr>
<tr>
<td></td>
<td>o Planning of budget funds for active land policy</td>
</tr>
</tbody>
</table>
3. ANALYSIS OF THE COMPLIANCE OF SPATIAL DEVELOPMENT OBJECTIVES WITH THE OBJECTIVES OF STRATEGIC DOCUMENTS

3.1 Compliance with the Objectives of the Mediterranean Strategy for Sustainable Development

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Spatial development objectives</th>
<th>Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contribute to economic development by enhancing Mediterranean assets</td>
<td>Establish a competitive cross-border polycentric network of settlements</td>
<td>The stated spatial development objectives contribute to the Mediterranean Strategy because they promote the development of a polycentric network of settlements where the more important settlements shall be provided with appropriate economic zones contributing to the economic development, while taking into account special spatial criteria of the region. Improved internal and external interaction of the region shall contribute to a better flow of people, products and services and positively affect the economic development and the quality of life. The objectives of spatial development and the objectives of the Mediterranean Strategy for Sustainable Development strive for the equilibrium between the needs of an individual, the economic development and the environmental protection.</td>
</tr>
<tr>
<td>Reduce social disparities by implementing the Millennium Development Goals and strengthening of cultural identity</td>
<td>Establish competitive rural areas with a high quality of living</td>
<td>The objective of the Mediterranean Strategy for Sustainable Development, which supports often neglected endangered rural areas is in compliance with the objective of the Conception of Spatial Development to establish a competitive rural area with a high quality of living. The objective of the Mediterranean Strategy supports also sustainable development of urban centres, which shall be attained by strengthening of sustainable communities or urban centres. Promotion of the Mediterranean cultural diversity, supported by the objective of the Mediterranean Strategy, shall be achieved by strengthening the identity and attractiveness of South Primorska, which is the objective of spatial development.</td>
</tr>
<tr>
<td>Change unsustainable production and consumption patterns and ensure sustainable management of natural resources</td>
<td>Sustainable management of natural resources</td>
<td>Sustainable management of natural resources and strengthening of sustainable communities (urban centres) shall contribute to the objective of the Mediterranean Strategy for Sustainable Development, because public utility infrastructure shall develop, particularly in the fields of water supply, discharge and treatment of waste water, waste management and renewable energy sources (solar energy, wind, wood biomass), etc. The objectives are in accordance also as regards the change in production and consumption patterns by utilizing clean technologies, suitable infrastructure, efficient public transport and renewable energy sources.</td>
</tr>
<tr>
<td>Improve governance at the local, national and regional levels</td>
<td>/</td>
<td>Spatial development objectives do not have a direct impact on the improvement of management on the local, regional and national levels.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Priority areas</th>
<th>Spatial development objectives</th>
<th>Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve water resources management</td>
<td>Strengthening of sustainable communities (urban centres)</td>
<td>The exposed spatial development objectives are in compliance with the first priority area of the Mediterranean Strategy as they strive for the protection of water resources through legislative measures and the actual implementation of protection regimes. The spatial measures are intended for the supply of adequate quantity of drinking water needed by the population and the economy and the establishment of regional</td>
</tr>
<tr>
<td>Conception of Spatial Development of South Primorska and the Programme of Measures for Its Implementation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
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</tr>
<tr>
<td>Improve the management of energy needs and reduce the impacts of climate changes</td>
<td>Strengthening of sustainable communities (urban centres)</td>
<td>The spatial development objectives do not have a direct impact on the reduction of climate change, but only an indirect one. However, the exposed spatial development objectives have a direct effect on the improvement of the management of energy needs as they shall improve the energy supply infrastructure. In the area of South Primorska, a gas distribution network shall be constructed and the utilisation of renewable energy sources promoted (solar, wind, wood biomass). The measures support energy efficient building, so that the Conception shall contribute to the improvement of energy needs management.</td>
</tr>
<tr>
<td></td>
<td>Sustainable management of natural resources</td>
<td></td>
</tr>
<tr>
<td>Sustainable mobility by appropriate management of traffic flows</td>
<td>Strengthening of sustainable communities (urban centres)</td>
<td>The priority area is in accordance with the exposed spatial development objectives. The spatial development objectives strive for the development of sustainable mobility, which shall strengthen the competitiveness of the region, and the development of less developed rural areas and at the same time provide for a better quality of living in urban as well as in rural centres. The development of transport infrastructure shall not be confined to road connections only, but it shall be directed to more sustainable mobility modes, such as the railway, maritime transport, and walking and cycling in urban areas.</td>
</tr>
<tr>
<td></td>
<td>Improved internal and external interaction of the region</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Establishment of competitive rural area with high quality of living</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Strengthening the identity and attractiveness of the region</td>
<td></td>
</tr>
<tr>
<td>Sustainable tourism as the leading economic sector</td>
<td>Improved internal and external interaction of the region</td>
<td>The exposed spatial conception objectives are in compliance with the priority area as they affect the development of sustainable tourism through better transport connections, inside and outside the region, and by strengthening the identity and attractiveness of the area. Sustainable tourist infrastructure shall provide benefits to local communities as well as to tourist companies and tourists.</td>
</tr>
<tr>
<td></td>
<td>Strengthening the identity and attractiveness of the region</td>
<td></td>
</tr>
<tr>
<td>Sustainable development of rural areas and high quality of agricultural production</td>
<td>Establishment of competitive rural area with high quality of living</td>
<td>The exposed spatial development objectives are in accordance with the priority area as they support sustainable development of rural areas, revitalization of rural areas, better connection and protection of natural resources. The measures shall contribute to the improved internal interaction of the region and sustainable use of natural resources, which shall reflect in the improvement of the quality of living in rural areas.</td>
</tr>
<tr>
<td></td>
<td>Improved internal and external interaction of the region</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sustainable management of natural resources</td>
<td></td>
</tr>
<tr>
<td>Sustainable development of urban areas</td>
<td>Strengthening of sustainable communities (urban centres)</td>
<td>The exposed spatial development objectives contribute to sustainable development of urban areas by better connections, strengthening of sustainable communities and sustainable management of natural resources. The objectives shall contribute to the improvement of the quality of living in urban centres and to the reduction of negative environmental impacts.</td>
</tr>
<tr>
<td></td>
<td>Improved internal and external interaction of the region</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sustainable management of natural resources</td>
<td></td>
</tr>
<tr>
<td>Sustainable management of the sea, coastal areas and natural resources</td>
<td>Sustainable management of natural resources</td>
<td>Both objectives of spatial development are in compliance with the priority area as they affect sustainable management of the sea, coastal area and natural resources. The goal of improved connections shall essentially affect sustainable development of maritime transport, new passenger and ferryboat lines and other. Along these lines, the principle of acting with due care and sustainable management of natural resources shall be applied.</td>
</tr>
<tr>
<td></td>
<td>Improved internal and external interaction of the region</td>
<td></td>
</tr>
</tbody>
</table>
### 3.2 Compliance with the Objectives of the EU Strategy for Sustainable Development

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Spatial development objectives</th>
<th>Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limit climate change and its costs and negative effects to society and the environment</td>
<td>Improved internal and external interaction of the region</td>
<td>The spatial development objective is consistent with the objective of the EU Sustainable Development Strategy, as by improved transport connection and the development of infrastructure, environment-unfriendly road traffic shall be rerouted to railways, maritime transport, walking and cycling and thus contribute to the reduction of air pollution and indirectly also limiting the climate change.</td>
</tr>
<tr>
<td>Ensure that the transport systems meet society’s economic, social and environmental needs whilst minimising their undesirable impacts on the economy, society and the environment</td>
<td>Improved internal and external interaction of the region</td>
<td>The spatial development objective that supports the improvement of internal and external interaction of the region and the improvement of mobility, shall contribute to the establishment of a system satisfying the economic, social and environmental needs simultaneously. The objective shall have impacts on the improvement of transport and the rerouting of road transport to other, more sustainable mobility modes.</td>
</tr>
<tr>
<td>Promote sustainable consumption and production patterns</td>
<td>/</td>
<td>There is not spatial planning objective in compliance with the objective of the EU Sustainable Development Strategy.</td>
</tr>
<tr>
<td>Improve management and avoid overexploitation of natural resources, recognising the value of ecosystem services</td>
<td>Sustainable management of natural resources Improved internal and external interaction of the region</td>
<td>Among other things, the objective of the EU sustainable Development strategy emphasises the improvement of water resources management and an increase in the utilisation of alternative energy sources (biomass). This is exactly the spatial planning objective which also strives for sustainable and sound management of natural resources. The Eu Sustainable Development Strategy stresses also the importance of balanced management of coastal areas, which is consistent with the objective of improved regional interaction of the region promoting sustainable maritime transport.</td>
</tr>
<tr>
<td>Promote good public health on equal conditions and improve protection against health threats</td>
<td>/</td>
<td>There is not spatial planning objective in compliance with the objective of the EU Sustainable Development Strategy.</td>
</tr>
<tr>
<td>Create a socially inclusive society by taking into account solidarity between and within the generations and to secure and increase the quality of life of citizens as a precondition for lasting individual well-being</td>
<td>/</td>
<td>There is not spatial planning objective in compliance with the objective of the EU Sustainable Development Strategy.</td>
</tr>
<tr>
<td>Actively promote sustainable development worldwide and ensure that the European Union’s internal and external policies are consistent with global sustainable development and its international commitments</td>
<td>/</td>
<td>There is not spatial planning objective in compliance with the objective of the EU Sustainable Development Strategy.</td>
</tr>
</tbody>
</table>
## 3.3 Compliance with the National Strategy of Sustainable Development

<table>
<thead>
<tr>
<th>SDSS objectives</th>
<th>Spatial development objectives</th>
<th>Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rational and effective spatial development</strong></td>
<td>Establish a competitive cross-border polycentric network of settlements Establish competitive rural areas with a high quality of living Improved internal and external interaction of the region Strengthening of sustainable communities (urban centres) Strengthening the identity and the attractiveness of the area Sustainable management of natural resources</td>
<td>South Primorska is a border region. Therefore, the spatial development objectives of South Primorska are directed also to international connections and cooperation with neighbouring countries, which demands the strengthening of urban and rural areas and taking advantage of the attractiveness of the area. The proposed spatial development objectives are directed to the objectives of the National Strategy of Sustainable Development.</td>
</tr>
<tr>
<td><strong>Polycentric development of the network of cities, towns and other settlements</strong></td>
<td>Establish a competitive cross-border polycentric network of settlements</td>
<td>Cross-border cooperation and polycentric development of the region are the preconditions for the preservation and improvement of competitiveness. The spatial development objective is therefore consistent with the objective of the National Strategy of Sustainable Development.</td>
</tr>
<tr>
<td><strong>Increased competitiveness of Slovenian towns in Europe</strong></td>
<td>Establish a competitive cross-border polycentric network of settlements</td>
<td>Polycentric development and cooperation with neighbouring regions is a precondition for the preservation and development of competitiveness. The spatial development objective therefore contributes significantly to the competitiveness of the region.</td>
</tr>
<tr>
<td><strong>High-quality development and attractiveness of cities, towns and other settlements</strong></td>
<td>Establish a competitive cross-border polycentric network of settlements Strengthening of sustainable communities (urban centres)</td>
<td>Development of urban centres and strengthening of their attractiveness shall increase the region's competitiveness. The objective is in accordance with the objective of the National Strategy of Sustainable Development.</td>
</tr>
<tr>
<td><strong>Harmonious development of areas with common spatial development characteristics</strong></td>
<td>Strengthening of sustainable communities (urban centres) Strengthening the identity and the attractiveness of the area</td>
<td>Preservation and strengthening of the identity shall contribute to the diversification of the region and thus enable the development of areas with common spatial development characteristics.</td>
</tr>
<tr>
<td><strong>Complementarity of rural and urban area functions</strong></td>
<td>Establish a competitive cross-border polycentric network of settlements Establish competitive rural areas with a high quality of living</td>
<td>Polycentric development and the division of functions between rural and urban areas is a precondition for the preservation and improvements of competitiveness. Both spatial development objectives contribute importantly to the complementarity of rural and urban functions.</td>
</tr>
<tr>
<td><strong>Integration of infrastructure corridors with the European infrastructure systems</strong></td>
<td>Improved internal and external interaction of the region</td>
<td>Integration and involvement in all international networks is a condition for the preservation of competitiveness. The objective shall contribute to the integration of infrastructure networks in the region and wider.</td>
</tr>
<tr>
<td><strong>Prudent use of natural resources</strong></td>
<td>Sustainable management of natural resources</td>
<td>Sustainable use of natural resources shall ensure the preservation of identity and regional features and thus also the attractiveness of the region. The objective is in compliance with the objective of prudent use of natural resources.</td>
</tr>
<tr>
<td><strong>Spatial development harmonised with spatial limitations</strong></td>
<td>Strengthening of sustainable communities (urban centres) Strengthening the identity and the attractiveness of the area</td>
<td>Prudent use of physical space is essential for the preservation and improvement of the quality of living in the region. Both objectives contribute to the attainment of the set spatial development goals.</td>
</tr>
<tr>
<td><strong>Cultural diversity as the foundation of the national spatial identity</strong></td>
<td>Strengthening the identity and the attractiveness of the area</td>
<td>Prudent use of physical space is essential for the preservation and improvement of the quality of living in the region. Both objectives contribute to the attainment of the set spatial development goals.</td>
</tr>
<tr>
<td><strong>Nature conservation</strong></td>
<td>Sustainable management of natural resources</td>
<td>Prudent use of physical space is essential for the preservation and improvement of the quality of living in the region. Both objectives contribute to the attainment of the set spatial development goals.</td>
</tr>
<tr>
<td><strong>Environmental protection</strong></td>
<td>Strengthening of sustainable communities (urban centres) Sustainable management of natural resources</td>
<td>Prudent use of physical space and construction of public utility infrastructure is essential for the preservation and improvement of the quality of living in the region. Both objectives contribute to the attainment of the set spatial development goals.</td>
</tr>
</tbody>
</table>
4. IMPACT ASSESSMENT OF THE CONCEPTION OF SPATIAL DEVELOPMENT OF SOUTH PRIMORSKA

The Conception of Spatial Development of South Primorska (hereinafter referred to as “the Conception”) comprises the Conception of Settlement, the Conception of transport infrastructure management, the Conception of Public Utility Infrastructure Management and the Conception of Activities and Land Use in the Landscape.

4.1 Method of Impact Assessment of the Conception of Spatial Development of South Primorska

The impact assessment of the Conception was carried out in several phases:
1. setting up the environmental objectives of the Conception and their consistency with the environmental goals of national strategic documents;
2. examining individual spatial conceptions (protected areas/restricted zones);
3. assessing the impact of the Conception on the environmental objectives.

In the first phase of the assessment of the Conception’s impacts, the environmental objectives were determined, on the basis of the present situation, for a spatial act, in this case the Conception of Spatial Development of South Primorska. Moreover, the consistency of the set environmental objectives within the Conception was evaluated in relation to the objectives laid down in national strategic documents (National Environmental Action Plan 2005-2012). The purpose of the examination of the consistency was to ensure that the Conception would contribute to the attainment of national environmental goals.

In the second phase, the interference of the Conception with protected areas, the NATURA 2000 areas, ecologically significant areas, natural values, water protection areas, the areas of cultural heritage, and flood and erosion areas was examined on the basis of descriptions, guidelines, measures of particular conceptions. The examination results were presented in a tabular form. The results served for the impact assessment of the Conception.

In the third phase, positive and negative impacts on the environmental objectives were defined on the basis of descriptions, guidelines and measures of individual conceptions and the examination results (protected areas/restricted zones). Actually, the Conception impact assessment was done in relation to the set environmental objectives. The question written down was: Does the Conception contribute to the achievement of the set environmental objectives?

4.2 Environmental Objectives

On the basis of the analysis of the situation, the following environmental objectives were defined:
- Sustainable use of natural resources
- Improved air quality
- Good water status
- Efficient waste management
- Reduced noise levels
- Preserved nature
- Good living conditions
- Preserved cultural heritage
- Efficient transport

The environmental objective Sustainable use of natural resources relates to sustainable use of drinking water (reduced consumption of drinking water per inhabitant and the consumption of water in industry), physical space or land (rational use of land) and the utilisation of renewable energy sources. The objective is directed towards the achievement of the maximum sustainable use of all natural resources.
The environmental objective **Improved air quality** refers to the emission of pollutants into the air (from various activities as also the emission of greenhouse gas). The objective is meant for the reduction of emissions (achievement of limit or target values for NOx by 2010, SO2 and PM10 by 2005, NO2 and Pb by 2010, CO by 2005, benzene in ozone by 2010, reduction in the emission of greenhouse gas by 8% in the period 2008 – 2012).

The environmental objective **Good water status** covers the status of surface waters (physical and chemical condition, morphological characteristics of watercourses) the status of groundwater and the status of the sea; therefore, it is oriented towards the improvement of water status. The purpose of this objective is to ensure good water status by 2015, as stipulated in the National Environmental Action Plan 2005-2012.

The environmental objective **Efficient waste management** refers to the management (collection, treatment, disposal) of urban and building waste. The objective is directed to the reduction of the volume of deposited waste.

The environmental objective **Reduced noise levels** relates to the exposure of the population to noise. Noise levels, causing conflicts due to the exposure of the population, can be reduced by appropriate location of activities in the physical space. If achieved, the objective shall reduce noise emission and ensure noise levels blow the limit values.

The environmental objective **Preserved nature** relates to the condition of species and habitats, and protected areas. The objective is directed to ensuring favourable condition of species and habitat types and to the preparation of management plans for protected areas.

The environment objective **Good living conditions** deals with the accessibility of all services (provision of infrastructure, accessibility of health care, education, green areas, etc. for all inhabitants) and with the areas that may threaten good living environment (floods, erosion, landslides). The objective is directed towards the provision of maximum accessibility to services and to the non-interference in the restricted zones (flood, erosion areas) and to ensuring safety in these areas.

The environmental objective **Preserved cultural heritage** covers the buildings and all other areas of cultural heritage (archaeology, settlement, garden architecture, cultural landscape). The objective is dedicated to the preservation of cultural heritage, especially through utilisation and heritage function.

The environmental objective **Efficient transport** covers the use of transport means which are less harmful to the environment (public transport, cycling, walking) and the rerouting of freight to railways. The objective is directed to the promotion of the use of public passenger transport, cycling and walking and to the reduction of road freight transport.
### Table 2: The analysis of compliance and integration of the Plan environmental objectives with the environmental objectives of strategic documents

<table>
<thead>
<tr>
<th>Environmental objectives</th>
<th>Plan environmental objectives</th>
<th>Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduction of greenhouse gas emission for 8% during the period 2008-2012 by reference to 1986: - 12% share of renewable energy sources in total energy supply by 2012, - reduction of energy intensity (for 30% by 2015 by reference to 2000), - 2% share of bio-fuel in transport by 2005 and 5.75% by 2010, - 16% share of CHP in electricity generation by 2012, - 30% lower energy consumption in new buildings and possible reduction in energy consumption of the public sector by 15%</td>
<td>Resolution on National Environmental Action Plan 2005-2012</td>
<td>The Plan environmental objectives shall improve the quality of air, introduce sustainable use of natural resources and promote efficient transport. The use of less environmentally harmful transport modes and rerouting of freight to the railways shall reduce the emissions into the air. The Plan environmental objective Improved air quality shall reduce the emission of pollutants into the air and the emission of greenhouse gas below the limit values. The environmental objective Sustainable use of natural resources is directed, among other things, to the reduction of energy consumption nd the utilization of renewable energy sources</td>
</tr>
<tr>
<td>Achieving limit or target values in particular areas for: - NOx by 2010, - SOx and PM10 by 2005, - NOx and Pb by 2010, - CO by 2005,</td>
<td>- Improved air quality - Sustainable use of natural resources - Efficient transport</td>
<td></td>
</tr>
<tr>
<td>Reduction in national emission of SOx, NOx, HOS and NH3 by 2010.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reduction in the emission of SOx, NOx, CO and dust from old combustion plants and large combustion plants and ensuring that annual emission values from such plants are not exceeded.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2 **Environmental objectives** are commitments defined in ratified international treaties or the European Union regulations that refer to excessive environmental impacts and global pollution, and safety goals in the areas of special legal regime, comprising the guidelines, grounds, limitations and prohibitions regarding the environmental protection, nature preservation, safeguarding of natural resources and cultural heritage. Environmental objectives incorporate also other objectives, defined in environmental platforms, programmes and plans in the area of environmental protection, the documents dealing with the protection against natural and other disasters and other legal documents dedicated to the implementation of the principles of environmental protection and sustainable development (Decree laying down the content of environmental report and on detailed procedure for the assessment of the effects on certain plans and programmes on the environment (OG RS No. 73/2005))
### Water

- Good water status by 2015:
  - improved groundwater quality and the achievement of limit values of nitrates in drinking water,
  - improved groundwater quality and the achievement of limit values of pesticides in drinking water and drinking water sources,
  - ensuring adequate collection, discharge and treatment of waste waters,
  - termination or gradual removal of emissions or leakage of hazardous substances,
  - prevention of pollution or other types of loading that may impair the quality and wholesomeness of water bodies or their parts utilised for abstraction or intended for drinking water supply or production of beverages,
  - preservation of the quality of bathing waters and prevention of pollution of other types of loading that may impact on the status of water bodies or their parts designated as bathing water areas or the wholesomeness of bathing water in bathing water areas,
  - maintaining the water quality in order to support the life of important species of freshwater fish,
  - Ensuring sufficient volume of water intended for the supply of the population with drinking water,
  - Improvement in the availability of water for use and the status of water and the associated ecosystems,
  - decrease in flood risk,
  - protection and preservation of marine environment.

### Soil

- Prevent further conversion of the best agricultural land into the land for other uses.

### Noise

- Definition of noise exposure levels (elaboration of strategic noise maps and planning of noise reduction measures) and public information on noise exposure.

### Environmental Objectives

**Good water status**
- Directed to the achievement of a food status of surface waters (physical and chemical condition, morphological), the status of groundwater and the status of the sea; therefore, it is oriented towards the improvement of water status. The Plan environmental objective **Good living conditions** covers the flood safety. The Plan environmental objective **Sustainable use of natural resources** is, among other things, directed to reducing the drinking water consumption by households and industry.

- The Plan environmental objectives are in accordance with the objectives of the National Environmental Action Plan 2005-2012 and shall contribute to their implementation. In particular, the objectives shall contribute to the goals related to the improvement of water status, provision of adequate water quantities for water supply, reduced flood risk and the preservation of protection of the sea environment. The Plan environmental objectives shall contribute to the attainment of the National Environmental Action Plan 2005-2012 objectives.

**Sustainable use of natural resources**
- Directed to reducing the number of people exposed to excessive noise by appropriately locating the activities, so that the noise in residential areas reduces and the emission of noise decreased.

- The Plan environmental objectives are to ensure sustainable use of natural resources. It is oriented to rational land use.

- The Plan environmental objective shall contribute to the implementation of the National Environmental Action Plan 2005-2012 objective. It shall ensure rational land use and consequently, the preservation of agricultural land. However, it is not quite certain that the Plan environmental objective shall prevent all interventions into agricultural land.

**Reduced noise level**
- The Plan environmental objective is directed to the reduction of the number of people exposed to excessive noise by appropriately locating the activities, so that the noise in residential areas reduces and the emission of noise decreased.

- The Plan environmental objective is in compliance with the National Environmental Action Plan 2005-2012 objective. Both objectives are oriented towards the reduction of noise and thus the Plan Environmental objective shall contribute to the attainment to the attainment of the National Environmental Action Plan 2005-2012 objectives.
### Waste

- Closing of the circular material flow in order to define and examine the life cycles of sources and goods by defining the optimum proportion of waste reuse and recovery.

<table>
<thead>
<tr>
<th>Waste</th>
<th>Efficient waste management</th>
</tr>
</thead>
</table>
| Reduced volume of waste through the integration of production and consumption patterns and habits, ways of life, technological improvements, economic activities and measures, demographic changes.

### Nature and Biotic Diversity

- Preservation of a high biodiversity level and termination of the decline in biodiversity by 2010:
  - maintaining or the achievement of favourable status of endangered species and habitats,
  - maintaining or the achievement of a favourable status (extent and quality) of species and habitat types for which the areas were determined important for the preservation of biodiversity (ecologically significant areas, Natura 2000 areas, Ramsar localities).
  - ensuring sustainable use of biodiversity elements and co-natural interference with natural environment.

<table>
<thead>
<tr>
<th>Nature and Biotic Diversity</th>
<th>Preserved nature</th>
</tr>
</thead>
</table>
| Preservation of natural values:
  - preservation of features for which the parts of nature have been defined as a natural value of a certain type and also all other feature to the maximum extent,
  - recovery of damaged or destroyed natural values,
  - ensuring the use of natural values in a way that does not endanger them,
  - ensuring ex-situ protection of natural values which preservation in-situ is not possible. |

### Urban Environment

- Establishment of a long-term, uniform and overall policy for the improvement of the quality of life in urban areas with indicators and revival of towns so that they become attractive to citizens, not detrimental to the health and ensuring high quality of life.

<table>
<thead>
<tr>
<th>Urban Environment</th>
<th>Good living conditions</th>
</tr>
</thead>
</table>
| Good living conditions
  The Plan environmental objective shall provide access to services and reduce the risks (floods, erosion).
  The Plan environmental objective is in compliance with the objectives of the National Environmental Action Plan 2005-2012 and shall contribute to the attainment of its objectives. |

### Cultural Heritage

- Maintenance and renewal of cultural heritage and prevention of its endangering.
- Ensuring material and other conditions for the realisation of the cultural function of the heritage, regardless its intended use.
- Ensuring public accessibility of heritage and enabling its study and examination.
- Prevention of interventions which may change the characteristics, content and shape and consequently, the value of heritage.
- Promotion and development of the heritage system.
- Preservation and protection of the heritage is the responsibility of each and all of us.
- The heritage must be preserved and protected under any circumstances.

<table>
<thead>
<tr>
<th>Cultural Heritage</th>
<th>120 Cultural Heritage Protection Act</th>
<th>Preserved cultural heritage</th>
</tr>
</thead>
</table>
| 120 Cultural Heritage Protection Act
  The Plan environmental objective shall improve the condition and reduce the endangerment of cultural heritage (also by the utilisation of facilities).
  The Plan environmental objective is in compliance with the objectives of the National Environmental Action Plan 2005-2012 and shall contribute to the attainment of its objectives. |
4.3 Interference of the Conception with Protected Areas/Restricted Zones

In this phase of the impact assessment, the protected areas and restricted zones expected to be affected by individual conceptions or planned activities/facilities were examined and the extent of impact assessed. The survey was limited particularly to the examination of the conceptions or planned activities that had already been spatially defined. Interventions in protected areas/restricted zones were studied on the basis of cartographic appendices to the Conception. For each of the four conceptions, it is listed in a table under Notes, which envisaged activities were examined or a reason is stated why a conception was not studied. The survey results are shown in a tabular form (Table 3).
### Table 3: Interference of the Conception with protected areas/restricted zones

<table>
<thead>
<tr>
<th>Conception</th>
<th>Notes</th>
<th>Protected areas</th>
<th>Nature 2000 areas</th>
<th>Ecologically significant areas</th>
<th>Natural values</th>
<th>Water protection areas</th>
<th>Cultural heritage</th>
<th>Flood areas</th>
<th>Erosion areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Settlement conception</td>
<td>Due to the contents of the spatial conception, the interferences with the protected areas/restricted zones were not examined. It is envisaged primarily to establish a network of urban centres (supplementation of the functions of individual settlements) and an increase in settlement density of the existing settlements.</td>
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<tr>
<td>Establishment of cross-border polycentric network of settlements (Map: Settlement)</td>
<td>Locations of foreseen economic zones were examined.</td>
<td>Incubator in regional park (near Sežana), business zone of level 3 (at Divača, Podgrad, Starod, Knežak), business zone of level 1 (at Hrpelje).</td>
<td>No interference</td>
<td>Business zone of level 2 (Hrpelje), business zone of level 3 (Sežana), Knežak, Starod, incubator (Sežana, Koper).</td>
<td>Business zone of level 3 at Žusterna.</td>
<td>Business zone of level 3 (Hrpelje) interferes with NV of regime 3.</td>
<td>Business zone of level 2 (Hrpelje) interferes with CH, in CH of complex protection – business zone of level 3 (Divača).</td>
<td>No interference</td>
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<tr>
<td>Establishment of supportive economic infrastructure network (Map: Economy)</td>
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<tr>
<td>Establishment of tourist infrastructure network and the supportive environment for tourist destination management (Maps: Economy, Thematic paths)</td>
<td>Tourism development based on the development of particular destinations: Istra, Kras, Snežnik. It is envisaged to modernise the existing infrastructure, to invest in supportive infrastructure, marketing of products and services. Thematic paths (wine trails) and cycle routes shown in maps exist already. The location of Slovenian island was examined.</td>
<td>No interference</td>
<td>Nature 2000 area in the vicinity.</td>
<td>Ecologically significant area in the vicinity.</td>
<td>No interference</td>
<td>No interference</td>
<td>No interference</td>
<td>No interference</td>
<td>No interference</td>
</tr>
<tr>
<td>Conception of transport infrastructure management</td>
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<tr>
<td>Map: Transport</td>
<td>Locations of new railway lines, logistics centres and developments in the Port of Koper were examined.</td>
<td>Regional logistics centre in Sežana and new railway connection (across the landscape park).</td>
<td>New railway connection goes through the Natura 2000 area.</td>
<td>New railway line crosses the ESA. The logistics centre in Sežana located in ESA.</td>
<td>New railway line crosses the NV area. The logistics centre in Sežana located in NV area.</td>
<td>New railway line crosses the WPA of regime 4. The logistics centre in Sežana located in WPA of regime 4.</td>
<td>Interference of new railway line and Bertoki logistics centre with the CH area. New railway line crosses the area of complex CH protection.</td>
<td>No interference</td>
<td>New railway line and Ilirska Bistrica logistics centre interfere with the erosion area.</td>
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<tr>
<td>Map: Transport - road network</td>
<td>Locations of new road connections were examined.</td>
<td>A section of the new motorway connection runs through the regional park.</td>
<td>A section of the new motorway connection goes through the Natura 2000 area.</td>
<td>A section of the new motorway connection goes through ESA.</td>
<td>A section of the new motorway connection goes through NV area.</td>
<td>No interference</td>
<td>A section of new motorway connection interferes with the CH area. A section of new motorway connection interferes with the area of complex CH protection.</td>
<td>A section of new motorway connection interferes with flood areas.</td>
<td>All planned motorway connections run through erosion areas.</td>
</tr>
<tr>
<td>Map: Sustainable mobility</td>
<td>Due to the contents of the spatial conception, the interferences with the protected areas/restricted zones were not examined. It is envisaged primarily to enhance the public transport connections (motor traffic, maritime traffic).</td>
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<tr>
<td>Conception of public utility infrastructure management</td>
<td>Locations of Padež retention basin and regional gas pipeline were examined. Locations of TP (for most TP locations are not defined), regional waste management centre (location not defined), wind power plant locations (not defined) were not examined.</td>
<td>A section of envisaged regional water supply network crosses the regional park.</td>
<td>A section of envisaged regional water supply network crosses the Natura 2000</td>
<td>A section of envisaged regional water supply network crosses the ESA.</td>
<td>NV area in the vicinity of Padež retention basin.</td>
<td>A section of envisaged regional water supply network crosses the WPA of regimes</td>
<td>A section of envisaged regional water supply network crosses the area of complex CH</td>
<td>No interference</td>
<td>Padež retention basin and regional water supply network in erosion area.</td>
</tr>
<tr>
<td>Map: Infrastructure - water</td>
<td>Locations of Padež retention basin and the regional water supply network were examined.</td>
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<tr>
<td>Map: Public utility infrastructure</td>
<td>area</td>
<td>3 and 4. protection</td>
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<td>TP locations were not examined (no location as yet for most of them).</td>
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<thead>
<tr>
<th>Map: Energy infrastructure</th>
<th>area</th>
<th>3 and 4. protection</th>
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<tbody>
<tr>
<td>Gas pipeline location was examined.</td>
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<tr>
<td>Envisaged gas pipeline crosses the regional park.</td>
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<tr>
<td>Envisaged gas pipeline crosses the Natura 2000 area.</td>
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<td>Envisaged gas pipeline crosses the ESA.</td>
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<td>No interference</td>
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<tr>
<td>Envisaged gas pipeline crosses the WPA of regime 4.</td>
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<tr>
<td>Envisaged gas pipeline crosses the area of complex CH protection.</td>
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<tr>
<td>No interference</td>
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<tr>
<td>Envisaged gas pipeline crosses the erosion area.</td>
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<tr>
<th>Conception of activities and land use in the landscape</th>
<th>area</th>
<th>3 and 4. protection</th>
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<tbody>
<tr>
<td>(Maps: Agriculture, Nature protection areas, Cultural heritage protection areas)</td>
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<tr>
<td>Due to the contents of the spatial conception, the interferences with the protected areas/restricted zones were not examined.</td>
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<td>The orientation is envisaged to co-natural modes of production, only agricultural areas are defined.</td>
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4.4 Assessment of the Conception’s Impact on Environmental Objectives

4.4.1 Objective: Sustainable use of natural resources

The following guidelines and activities have a **positive impact** on the attainment of the objective:

- increased density within the settlements (reurbanization, revitalization of settlements);
- land for the development of activities provided inside the settlements;
- reactivation of degraded and weakly exploited land within the settlements for the needs of economy;
- promotion of energy efficient buildings;
- concentration of tourism in tourist zones;
- utilization of renewable energy sources;
- preservation of forest areas;
- preservation and promotion of appropriate use of agricultural land.

The following guidelines and activities have a **negative impact** on the attainment of the objective:

- irrigation of agricultural land (in terms of water use).

The environmental objective is directed towards sustainable use of natural resources. The Conception shall contribute to the achievement of the environmental objective primarily in terms of rational land use and the utilisation of renewable energy resources. However, it shall not support the objective relating to the reduction of drinking water consumption per inhabitant and the consumption of water by industry. No measure is envisaged in the Conception to contribute to the reduction of drinking water consumption. According to the forecasts, the consumption of water by industry will not decrease as irrigation of agricultural land is foreseen.

4.4.2 Objective: Improved air quality

The following guidelines and activities have a **positive impact** on the attainment of the objective:

- strengthening of public transport;
- gas distribution network;
- utilization of renewable energy resources;
- rerouting of freight transport to railways.

The following guidelines and activities have a **negative impact** on the attainment of the objective:

- development of tourism (increase in traffic flow);
- construction of motorways (increase in traffic flow);
- increased maritime transport (pollution emission into the air and the sea);
- development of the Portorož Airport.

The environmental objective is intended for the reduction of pollution emission into the air. The conception will not contribute to the attainment of this objective. Namely, the Conception envisages the activities reducing the emission of pollutants into the air (public passenger transport, utilization of renewable energy sources, etc.), but such positive impact shall be neutralised due to the activities increasing the traffic flows, which results in increased emissions into the air (negative impacts). The conception shall not reduce the emissions into the air as this does not depend only on spatial measures but also on other factors.

4.4.3 Objective: Good water status

The following guidelines and activities have a **positive impact** on the attainment of the objective:

- public utility infrastructure (sewage system, waste water treatment plants);
- protection and preservation of water sources;
- increased settlement density (possibility of connection to the sewage system);
- preservation of natural watercourses and their natural regime.
The following guidelines and activities have a **negative impact** on the attainment of the objective:
- increased maritime transport (development of the Port of Koper, passenger maritime transport);
- Slovenian island (tourism development);
- agriculture (however, sustainable agriculture foreseen);
- interference of the Conception with the water protection areas.

The environmental objective is directed towards the achievement of good water status by 2015. The Conception shall contribute to the attainment of the environmental objective as guidelines and measures are envisaged which shall improve particularly the status of surface waters and the groundwater. Legal acts covering the water protection areas shall be duly considered for activities and facilities interfering with water protection areas. However, the Conception will not contribute to the improved condition of the sea, as the foreseen guidelines and measures do not consider such improvement, just the opposite (increased maritime transport).

### 4.4.4 Objective: Efficient waste management

The following guidelines and activities have a **positive impact** on the attainment of the objective:
- separated collection of waste has already been introduced in all municipalities.

The following guidelines and activities have a **negative impact** on the attainment of the objective:
- filling-up of the existing landfills;
- there is no location defined for the regional waste management centre.

The Conception will not contribute to the achievement of this environmental objective, which is intended for the improvement of urban and building waste management (collection, treatment, disposal) and particularly to the reduction of waste volume. Adequate separated waste collection has been introduced in all municipalities of the region, but as the existing landfills are filling up, a suitable waste recovery has not been secured. There is still no location defined for the central waste management centre, engaged particularly in waste recovery. In addition, there is no guideline or activity in the Conception relating to building waste. To contribute to the attainment of the environmental objective, the regional waste management centre will have to be established in order to reduce the volume of deposited waste by appropriate recovery measures.

### 4.4.5 Objective: Reduced noise levels

The following guidelines and activities have a **positive impact** on the attainment of the objective:
- spatial division of residential and industrial areas;
- spatial division of tourist and residential areas.

The following guidelines and activities have a **negative impact** on the attainment of the objective:
- construction of transport infrastructure;
- establishment of regional waste management centre.

The environmental objective is meant for the reduction in the number of inhabitants exposed to noise and to reduce noise emission. The Conception will contribute to the achievement of the segment related to the reduction in the number of inhabitants exposed to noise by appropriate spatial location of activities (land use division). In this way, noise in residential environment will reduce. However, the conception will not contribute to the reduction of noise emission, as the planned construction of transport infrastructure is one of the major noise sources.

### 4.4.6 Objective: Preserved nature

The following guidelines and activities have a **positive impact** on the attainment of the objective:
- establishment of protected areas with managers appointed;
- construction of Slovenian island (possibility for the creation of Posidonia sites);
- sustainable tourism (eco-tourism).

The following guidelines and activities have a **negative impact** on the attainment of the objective:
• tourism development (traffic flows, visitors);
• interference of the conception with the Natura 2000 areas and ecologically significant areas;
• impact of fishery on the maritime environment.

The environmental objective is directed towards the creation of favourable status of species and habitat types and the preparation of management plans for protected areas. The Conception will not contribute to the attainment of the environmental objective, as the conceptions interfere with the Natura 2000 areas and ecologically significant areas. To arrive at a positive impact, the guidelines of the Nature Protection Institute of the Republic of Slovenia must be taken into consideration when siting the facilities and in construction. However, the Conception will contribute to the attainment of that segment of the environmental objective that relates to the establishment of protected areas with managers appointed and management plans prepared.

4.4.7 Objective: Good living conditions

The following guidelines and activities have a **positive impact** on the attainment of the objective:
• supplementation of central activities in settlements – hierarchy of central settlements (better access to services);
• arranged and accessible public areas;
• spatial division of residential and industrial areas;
• spatial division of tourist and residential areas;
• renewal of road connections;
• promotion of public passenger transport;
• possibility of gas-fired district heating (gas pipeline network);
• information communication network;
• safe drinking water supply;
• ensuring flood safety;
• prevention of unsuitable land use and interventions in erosion areas.

The environmental objective is directed to the provision of the best possible access to services and the avoidance of interventions in restricted zones (flood and erosion areas) or to the safety in such areas. On the basis of the abovementioned positive impacts (improved access to public services), the Conception will contribute to the realisation of this environmental objective. Although the conceptions interfere with restricted zones (flood and erosion areas), the Conception foresees the provision of flood safety and the prevention of unsuitable land use in erosion areas.

4.4.8 Objective: Preserved cultural heritage

The following guidelines and activities have a **positive impact** on the attainment of the objective:
• renewal of building heritage;
• renewal of town centres (gentrification);
• promotion of cultural heritage in use;
• management of cultural heritage areas and facilities.

The following guidelines and activities have a **negative impact** on the attainment of the objective:
• interference of conceptions with cultural heritage areas.

The environmental objective is dedicated to the preservation of cultural heritage based, in particular, on the heritage function. The Conception will contribute to the achievement of the environmental objective, as it provides for guidelines and activities through which the cultural heritage will be preserved. Also, the function has been envisaged for cultural heritage facilities (dwelling, etc.). A negative impact (interference with the areas of cultural heritage) can be mitigated by taking into consideration the guidelines of the Nature Protection Institute of the Republic of Slovenia during the actual process of placing and construction of facilities.
4.4.9 Objective: Efficient transport

The following guidelines and activities have a positive impact on the attainment of the objective:

- promotion of public transport (motor traffic, railways, maritime transport);
- intermodal hubs (passenger and cargo hubs);
- sustainable transport of tourists and commuters;
- arrangement of footpaths and cycling tracks;
- rerouting of freight transport to the railways.

The environmental objective is oriented to the promotion of public passenger transport, cycling, walking and the reduction of road freight transport. The Conception will contribute to the attainment of the objective due to the abovementioned guidelines and activities. However, it should be noted that the attainment of this objective in the field of public transport does not depend solely on the accessibility of public transport but also on other important factors (arranged and harmonised timetables for all public transport means, a uniform ticket and finally, on the mentality of the population). Similarly, it should be pointed out that in rerouting of freight to the railways, the rerouting does not depend only on arranged cargo hubs but also on other factors (travel time, financial aspects, etc.).

4.5 Final Assessment

This chapter defines and assesses the probable negative impacts of the Conception of Spatial Development of South Primorska on the environment, nature, human health and cultural heritage at the regional level. The assessed impacts may be: direct, remote, cumulative, lasting and temporary. The impacts of the plan implementation on the abovementioned segments are assessed on the basis of the effects of the plan implementation on the selected environmental objectives of the plan.

In the course of report preparation (identification and assessment of impacts) it was established that the realisation of the Conception would have positive impacts on the following (presented in a random order):

- sustainable use of natural resources, particularly in the sense of rational use of land and renewable energy sources;
- improved status of surface and ground waters by taking the utmost account of legal acts relating to water protection areas while positioning the activities/facilities which affect such areas;
- reduction in the number of people exposed to noise by appropriate placing of activities (land use division) in order to reduce noise in residential environments;
- established protected areas with managers appointed and management plans prepared;
- improved accessibility to public services, thus contributing to the improvement of living conditions;
- ensuring flood safety and prevention of inappropriate land use in erosion areas;
- preservation of cultural heritage, especially in terms of maintenance of the function of buildings and cultural heritage areas;
- transport efficiency; however, it should be noted that the achievement of the environmental objectives in the field of public transport does not depend only on the accessibility of public transport but also on other factors, such as regulated and harmonised timetable of all public means of transport, single tickets and, finally, the mentality of inhabitants;
- rerouting the freight to railways; however, it should be also noted here that transfer does not depend only on arranged loading hubs but also on other factors, such as travel time, financial aspects, etc.

On the other hand, it was found out that the implementation of the Conception might negatively affect (presented in a random order):

- the quantity of water used per inhabitant and in the economy, since irrigation of agricultural land has been envisaged;
- increase in the emission of air pollutants due to the activities which will increase traffic flows;
- noise emissions resulting from the planned construction of traffic infrastructure, which is one of the principal sources of noise;
- the state of species and habitat types, as the Conception interferes with the Nature 2000 areas and ecologically significant areas. To achieve a positive impact at positioning/ construction of
facilities, it is necessary to take into consideration the guidelines of the Nature Protection Institute of the Republic of Slovenia.