

Environmental and Social Data Sheet

Overview

Project Name:	HR LESKOVAC - KARLOVAC RAILWAY (SPL 20140375)
Project Number:	2019-0641
Country:	Croatia
Project Description:	The project consists of the modernisation of the existing track and construction of the second track for a design speed of up to 160 km/h, of the ca. 44 km railway section from Hrvatski Leskovac to Karlovac, part of the M202 railway line.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Strategic Environmental Assessment (SEA)

The project is included in the Croatian Operational Programme Competitiveness and Cohesion 2014-2020 that was subject to a Strategic Environmental Assessment in accordance with Directive 2001/42/EC.

Environmental Impact Assessment (EIA)

The project was categorised as point 10(c) of Annex II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by 2014/52/EU and therefore was subject to screening. Following the screening, the Croatian Ministry of Environment identified the need for a full EIA, which was undertaken on the preferred option identified in the feasibility study. A public consultation was held in May 2018 and the EIA decision containing mitigation measures was published on the 19th July 2018.

The most important measures to mitigate identified impacts were:

- Construction of a closed drainage system on some subsections
- Noise protection barriers in the area near housing

The Development Consent was published on the 20th August 2018.

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

Luxembourg, 23 September 2020

Public Consultation and Stakeholder Engagement

Public consultation with regards to the EIA took place in May 2018.

Natura 2000 sites

The modernised railway Hr Leskovac – Karlovac will stay on the same alignment as the existing railway. The alignment Hr Leskovac - Karlovac crosses through the Natura 2000 sites of HR2001335 Jastrebarski lugovi and HR1000001 Pokupski bazen. The alignment passes adjacent to the Natura 2000 sites of HR2000589 Stupnički lug and HR2000780 Klinča sela and close to the following Natura 2000 sites HR2000450 HR 2000450 Ribnjaci Draganići (distance of about 500m) and HR2000642 Kupa (distance of about 20m).

Following an appropriate assessment as required by Article 6(3) of the Habitats directive 92/43/EEC, the competent authority, responsible for monitoring the Natura 2000 sites, stated in the declaration issued on 19 July 2018 that the project does not have significant impacts on the Natura 2000 sites crossed by or adjacent to the project area.

Social Assessment

In the stations at Horvati, Zdenčina, Desinec, Jastrebarsko, Lazina and Draganići, some buildings will be demolished, due to the construction of new tracks in these stations. These buildings are on land belonging to the railway infrastructure manager and others on privately owned land. Some of these buildings are being used as residences for 10 households. The people living in these buildings may need to be resettled due to the construction of new track in these stations. The potential resettlement is subject to rules on compensation according to the national legislation.

Conclusions and Recommendations

The modernisation and double tracking project of the ca. 44 km railway section Hr Leskovac - Karlovac is included in the Croatian Operational Programme Competitiveness and Cohesion 2014-2020 which was subject to a SEA.

An EIA was carried out for this project. Following the EIA procedures, including public consultation, the competent authority issued a development consent, which identifies mitigation measures for environmental impacts during construction and operations.

Based on the results of an appropriate assessment, the competent authority responsible for Natura 2000 sites declared that the project does not have significant impacts on the Natura 2000 sites crossed by or adjacent to the project area.

The project's residual negative environmental impacts during construction and operation are limited and partly offset by the expected modal shift facilitated by the investment.

Under conditions indicated above the project is acceptable for EIB financing in environmental and social terms.