

Environmental and Social Data Sheet

Overview

Project Name:	Sarajevo Urban Transport Project
Project Number:	2019-0820
Country:	Bosnia and Herzegovina
Project Description:	Reconstruction of trolley bus network and tram tracks, purchase of trolley bus and trams, and construction of roads in Sarajevo Canton.
EIA required:	Multiple schemes, some schemes requiring EIA
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

The project consists of two components:

1. improve urban public transport by
 - a) renovating and improving existing tram infrastructure and by re-establishing trolley bus infrastructure within existing alignments, and
 - b) acquiring new trams and trolleybus vehicles.
2. enhance the Canton's strategic road network through
 - a) the construction of a combined tunnel (700 m) and access road (1.7km) which form part of the 1st Transversal Road corridor north of the city,
 - b) the upgrading, from single to dual carriageway, of an access road (600m) on the 9st Transversal Access Road to A-1 Motorway, and
 - c) rebuilding and enhancing from single to dual carriageway of about 3 km of the ring road system on the Southern Longitudinal Road,

Environmental Assessment

The schemes comprising the project are prioritised within the Canton Development Strategy and draft Sustainable Urban Mobility Plan, which is under preparation.

The manufacture and supply of trams and trolleybuses is not subject to a regulatory EIA procedure. Those assets are expected to be built in existing facilities. The supply contracts will specify minimum social and environmental standards for the manufacturing process. The trams and trolleybuses will meet relevant standards for energy efficiency, crashworthiness, passenger comfort and access for People with Reduced Mobility.

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.

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The public transport infrastructure schemes are aimed at restoring the tram and trolley bus system to reliable and modern standards. Depending on the exact nature of works, as defined in the final designs under preparation, the construction work associated with the rehabilitation of the existing tram and reestablishment of the trolley bus infrastructure may be deemed as activities falling under Annex II of the EIA Directive 2011/92/EU; i.e. for which the Competent Authority needs to screen for the need for a possible EIA procedure. The Promoter will be required to provide such screening decision, as well as relevant EIA documentation if screened in, prior to the Bank making funds available for such schemes.

The project also includes three road schemes, one new segment falling under Annex I and two improvement segments falling under Annex II of the EIA Directive.

The new scheme, Transversal 1 entails the building of a tunnel (using New Austrian Tunnelling Method) and associated access road. This has been subject to an EIA procedure, in accordance with national law and meeting EIB standards, and a positive Environmental Decision issued by the Competent Authority in October 2018.

The 9th Transversal access road to A1 Motorway still needs to be subject to screening by the Competent Authority and, where necessary, fulfil a full EIA procedure including public consultation. The Southern Longitudinal was subject to environmental assessment starting in 2009. This assessment found no significant environmental, cultural or habitat risks associated with the scheme. It also proposed a number of construction related measures such as traffic management and suppression of noise/dust/pollutant emissions. Nevertheless, as there has been a significant delay since this assessment has taken place, a review of this scheme's impact needs to take place. So, for both the Transversal IX and Southern Longitudinal Road improvement works, the Promoter will provide evidence of screening by the Competent Authority and, as necessary, EIA procedure completion prior to Bank funds being made available.

Prior to making funds available for road schemes, the Bank will also require that the final designs are subject to independent road safety audit in line with the principles of the Road Safety Management Directive 2008/96/EC.

The tram and trolleybus infrastructure rehabilitation, which are all delivered in an urban environment, can give rise to temporary and localised negative environmental impacts such as the generation of dust, noise, construction traffic, nuisance to local population and use of scarce resources. These impacts will be managed through the preparation and implementation of an Environmental and Social Management Plan (ESMP) whose measures – essentially good construction practices - will be included in the conditions of the works contracts and enforced by third party works supervision consultants. ESMPs will be prepared a part of the tender dossiers and submitted to the Bank prior to the Bank making funds available for these schemes.

The three road schemes, one of which includes a 700 metre long dual two lane tunnel, will have some permanent negative impacts such as land take, involuntary resettlement, community severance, use of scarce resources and possible impacts on groundwater. Apart from good construction practices, the ESMP for these scheme will need to include measures for tunnel safety, spoil disposal, revegetation and drainage.

The Project is located in an urbanised area, with no significant, protected or potentially endangered plant and animal species, or critical habitats.

The city has been subject to localised flooding and land slides and, where relevant and feasible, measures will be taken to improve the resilience of the infrastructure, such as adequate drainage, will be included in the final designs project. As for the most prevalent issue, landslides, the mitigants in the design includes

- The chosen path of the alignment avoids the majority of the active landslides;

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- Where avoiding the landslide was not possible slope protection measures are foreseen.
- At the portal areas (which are the sections most proximate to the earlier Kobilja Glava landslide) oversized canopies (pergolas) have been designed.

The city is also situated in seismic risk zone which will be addressed through appropriate safety factors when designing structures.

The schemes included in the project will be implemented by GRAS, Sarajevo City Transport Company, and the Canton Road Directorate respectively. The capacity of the two organisations to prepare and implement the environmental and social management of the project in line with international standards will be augmented through the provision of technical assistance.

Social Assessment.

The rolling stock and public transport infrastructure schemes do not present material risk of negative social impacts. The relevant supply and works contracts will include provisions related to the local and EIB standards on health and safety at work and labour conditions which shall be enforced by adequate supervision from qualified staff.

The road schemes will give rise to limited involuntary resettlement, including physical displacement. Accordingly, a Land Acquisition Framework was prepared in 2019 that meets the relevant EIB, EBRD standards as well as local law. This framework was prepared for the two Transversal schemes and will also apply to the Longitudinal scheme. The framework prescribes the eligibilities (including for vulnerable persons, if any identified at time of census), compensation measures, disclosure, consultation and dispute resolution procedures to be applied to such involuntary resettlement. For each road scheme, a Resettlement Action Plan shall be prepared and implemented to a timeframe consistent with the progress of works, prior to the Bank making funds available for these schemes.

Public Consultation and Stakeholder Engagement

Public consultation is required under domestic law for the required EIA procedures and will also be performed for the finalisation of the relevant RAPs. More broadly, the promoter has developed a Stakeholder Engagement Plan for implementation throughout the project cycle.

Conclusions and Recommendations

Three quarters of the value of the project will entail a marked improvement of the public transport system and thus attract motorists away for the use of private cars, primarily in the central areas of Sarajevo, thereby easing congestion and global/local pollution. By making public transport more attractive, all things equal, road safety should also be improved.

The road schemes may give rise to more significant and permanent negative environmental impacts which will be reduced and mitigated in line with sound design and construction management principles. Their construction will make a substantial amount of travel, especially in the north corridor more direct with less vehicle kilometres as a result, and it will help reduce congestion and local environmental pollution as well as enhance road safety.



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The Bank will condition any disbursement of funds for infrastructure schemes on receiving evidence that regulatory procedures for the environment are all complete; an ESMP is included in the works contract conditions; and that the recommendations of a road safety audit report, have been duly incorporated into the final designs. The promoter will be required to maintain adequate in-house capacity, augmented with technical assistance as necessary, to fulfil their safeguard responsibilities under the project.

Subject to the conditions included above, the project is acceptable for EIB financing in E&S terms.