



European Investment Bank (EIB)

Luxembourg, 30 September 2021

## Environmental and Social Completion Sheet (ESCS)<sup>1</sup>

### Overview

Project Name:	DARS - FREE FLOW TOLLING SYSTEM
Project Number:	2016-0945
Country:	Slovenia
Project Description:	Purchase and implementation of electronic toll collection system for heavy vehicles (in line with relevant EU Directives and supporting inter-operability) on Slovenian motorways by DARS, the State-owned motorway operator.

### Summary of Environmental and Social Assessment at Completion

**EIB notes the following Environmental and Social performance and key outcomes at Project Completion.**

The Electronic Tolling Collection System (ETCS) project replaces the previous tolling infrastructure and its physical barriers with a free-flow, distance based charging digital infrastructure on Slovenian motorways network.

The first component of the project consists of the dismantling and removal of canopies and traffic islands as well as the conversion of existing toll platforms in the standard motorway cross-section. The second component of the project consists of the establishment of the ETCS digital infrastructure. The roadside equipment necessary to operate the system consists of electronic equipment mounted on gantries above the road on each of the tolling sections. The gantries do not need large spaces and have a minimal impact on the relief, soil, groundwater, appearance and microclimate changes.

No environmental impact assessment was required for the project, as it does not fall under either Annex I or Annex II of the EU EIA Directive.

It was foreseen that the project works would be carried out as maintenance works for the public benefit in accordance with the Road Act (ZCes-1) with the effect that no building permit was needed, except for the dismantling of the toll station facilities, which did not qualify as maintenance works. These facilities were subject to a demolition permit, "building permit for a demolition," under the Building Construction Act (ZGO-1).

The necessary building permit for dismantling and conversion of toll stations was granted the 23rd of March 2018.

On 1 June 2018, the Construction Act (GZ) came into force, replacing ZGO-1. GZ removes the obligation to obtain building permits for demolition works. In addition, the new Building Act introduces that a building permit is not required for simple buildings, temporary buildings, maintenance of the building and other maintenance works for the public benefit. The demolition process can therefore be initiated by notifying the start of construction or removal of the building. Therefore, the demolition of the toll plazas carried out after 1 June 2018 did not require building permits or any further procedures.

<sup>1</sup> The template is for ILs and FLs



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The implementation of a free-flow system has removed local congestion on toll stations due to the need for heavy good vehicles to stop in front of toll stations and subsequently accelerate, resulting in local reduced pollution, noise and fuel consumption. Distance based charging promotes a more rational and more efficient use of roads as well as smarter transport behaviour. Finally, the system enables differentiated pricing based on the vehicles EURO and incentives the use of cleaner vehicles. Overall, the ETCS is part of the transport digitalisation agenda and supports the lower emission mobility strategy set by the EU in 2016<sup>2</sup>. In particular, the system enables a more refined allocation of "user pays" and "polluter pays" principles established by the EU Directive 2011/76/EC and 2006/38/EC amending Directive 1999/62/EC.

### **Other Environmental and Social Aspects**

The Project is compliant with EU Directive 2004/52/EC (interoperability of electronic road toll systems) and Decision 2009/750/EC concerning the definition of the European Electronic Toll Service (EETS). The selected system adopts Dedicated Short Range Communications (DSRC) using microwave tags inside vehicles to register vehicle passages under microwave receivers mounted on overhead gantries on each section of tolled road, in accordance with the technical standards of the European Committee for Standardisation (CEN).

The promoter, in compliance with the Directive 2008/96/EC, carried out Road safety Audits during the project documentation phase for all toll stations. The identified deficiencies were eliminated, and the solutions were coordinated with the auditor and considered in the elaboration of the executive design. After the completion of the works, the same auditor was involved in a technical inspection of the works. During operation, as part of the Road Safety Inspection of the individual sections, regular Safety Inspections will be carried out every 5 years.

### **Summary opinion of Environmental and Social aspects at completion:**

EIB is of the opinion based on reports from the promoter that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.