



## Environmental and Social Data Sheet

### Overview

Project name:	AIR TRAFFIC CONTROL UPGRADE
Project number:	2017-0436
Country:	Republic of Serbia and Republic of Montenegro
Project description:	The project comprises the implementation of several investments across the core range of services provided by SMATSA, the Serbia and Montenegro Air Navigation Service Provider (ANSP). It includes components necessary for the upgrade of the Air Traffic Management (ATM) flight data processing system (FDPS) to address existing inefficiencies, increase compliance with the Single European Sky (SES) programme and to replace the current system, which has reached the end of its economic life. The new ATM system will enhance the capacity, flight efficiency, predictability, cost effectiveness and interoperability of SMATSA's Air Traffic Control (ATC) services, while maintaining or exceeding required safety levels. The project also includes a comprehensive upgrade and modernisation plan for the remaining communications, navigation and surveillance (CNS) facilities.
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

The project will upgrade the Serbia and Montenegro air navigation systems through the implementation of the key investments included in the SUSAN (SMATSA Upgrade of System for Air Navigation) programme, which is aligned with the Local Single Sky Implementation initiative (LSSIP) and the wider SES programme.

The majority of the project components fall out of the scope of the EU EIA Directive 2014/52/EU amending 2011/92/EC, and, therefore, an Environmental Impact Assessment is not required. Due to its characteristics, the project will not have a negative significant environmental impact.

The project is broadly aligned with the Single European Sky (SES) Performance Scheme, which is expected to drive the flight efficiency and capacity improvements with resulting positive effects on fuel burn and the environment. These improvements arise from increased operational performance, which in turn is largely driven by addressing inefficiencies in the routes used by airlines and associated fuel burn (and emissions). In particular, the project will upgrade the current ATM system and additional systems, which will improve en-route, approach and terminal services and, thus, enabling more efficient flight profiles for both departures and arrivals in Serbia and Montenegro. The project contribution towards reducing CO<sub>2</sub> emissions is estimated to be between 2% and 4% CO<sub>2</sub> emissions savings per flight controlled by SMATSA.

The only project components falling within the scope of the EIA Directive are the installation of three radar systems (Primary and Secondary) including site preparation, civil works and supporting infrastructure: - PSR + SSR Mode S radars at Besna Kobila and for TMA Belgrade,

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.



and SSR Mode S radar at Kosevac. The competent authorities in the Republic of Serbia have issued a screening out decision for all three radar systems in Serbia. Monitoring of electromagnetic radiation in the three sites will be performed in accordance with national legislation for non-ionizing radiation protection.

### **Public Consultation and Stakeholder Engagement**

As a member of Eurocontrol, SMATSA is bound to certain provisions of the SES legislation, which include requirements for stakeholder consultation when setting user charges or making significant investment decisions.

### **Conclusions and Recommendations**

The following condition will be applicable:

- Prior to disbursement of the amount relating to the components requiring an EIA report or a screening decision, the Promoter shall submit to the Bank satisfactory evidence of environmental and development consent for such from the relevant Competent Authorities. If the components are deemed not subject to an EIA procedure, the screening out decision should be justified based on Annex III criteria of the EIA Directive 2014/52/EU amending the EIA Directive 2011/92/EC.

Based on the above condition being met, the project is acceptable in environmental and social terms.