

Environmental and Social Data Sheet

Overview

Project Name:	CORRIDOR VC POČITELJ - BIJAČA
Project Number:	2013-0476
Country:	BOSNIA HERZEGOVINA
Project Description:	The Project consists of the construction of a new 21.26 km long tolled motorway and ancillary structures between Počitelj and Bijača at the southern border with Croatia where it will connect to the existing A10 Croatian motorway. The new toll road is part of the Pan-European Corridor Vc linking Hungary and northeaster Croatia to Bosnia and Herzegovina and the Adriatic Sea in the area of the port of Ploče. The Project is part of the wider program to develop the Pan-European Corridor Vc in the territory of Bosnia and Herzegovina and bring it to a higher functional level with increased capacity and road safety.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	NO

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

If located in the EU, the Project, consisting in the construction of a new greenfield motorway, would fall under Annex I of the EIA Directive 2011/92/EU and therefore require a full EIA including public consultations. In FBiH it falls under the Environmental Impact Assessment (EIA) procedure as stipulated by the Law on Environmental Protection and pertaining Regulation of BiH (published in the official gazette FBiH n. 33/03 and 38/09). This procedure encompasses in substance the principles of the relevant EU Directives, such as the EIA Directive 2011/92/EU and SEA Directive 2003/35/EC.

The potential environmental impacts of the new motorway over the full length of the Corridor Vc on the territory of Bosnia and Herzegovina have been assessed in four EIAs related to four distinct macro-sections of the Corridor. The Project under consideration pertains to the EIA for the Lot 4 between Mostar and the southern border with Croatia, which was developed in accordance with FBiH Law on Environment n. 33/03 and was approved after public consultations by the Federal Ministry of Environment and Tourism on the 19/09/2007.

The main environmental risks associated with the Project are the potential pollution of soil and water (ecosystem of the Neretva River) during construction phase, whereas the main negative residual impacts after completion are linked to the potential increase in air pollution and noise resulting from traffic as well as changes in land use, visual alteration of the landscape and severance of land. A number of mitigation measures have been specified in the EIA in order to reduce the environmental risks and mitigate the residual impacts of the Project. Additionally, the initial motorway's alignment was modified during the design phases to avoid any visual impact of the Project on the historical village of Počitelj which has been nominated to become a UNESCO World Heritage Site. Appropriate procedures are in place in case of any chance finds of valuable cultural heritage during the construction phase.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

The Project is not expected to have any tangible impact on the Nature Conservation sites located in the area; however the written confirmation from the relevant authorities that possible impacts of the Project on Nature Conservation sites have been assessed in compliance with the requirements of the EU Habitat and Birds Directive will have to be provided by the Promoter.

Involuntary resettlement for the Project will be largely limited to acquisition of uninhabited land as the selected route crosses scarcely populated areas. A Resettlement Policy Framework has been developed for the entire Corridor Vc according to EBRD's requirements, as well as a Resettlement Action Plan (RAP) for the southern subsection of the Project between Bijača and Zvirovići, whereas for the northern sub-section Zvirovići-Počitelj, a RAP, with the indication of the precise number of affected plots, households and persons, will have to be prepared.

The Project is acceptable for the Bank's financing subject to the submission, prior to first disbursement, of a Resettlement Action Plan for the subsection Počitelj – Zvirovići and written confirmation from the relevant authorities that the possible impacts of the Project on Nature Conservation sites have been assessed in compliance with the requirements of the EU Habitat and Birds Directive.

Environmental and Social Assessment

Strategic Environmental Assessment (SEA Directive)

Since the Bosnia and Herzegovina Physical Planning Strategy and the project planning for the Corridor Vc was completed a long time before the Strategic Environmental Assessment (SEA) Directive 2001/42/EC entered into force, the Project is not subject to the SEA Directive.

The Socialist Republic of Bosnia and Herzegovina (SRBiH) Committee for Urbanism defined the corridor route in 1981 and it was agreed that its adoption was to be regulated at the highest level due to its significance. After wide public consultations, the Spatial Plan was adopted and signed by the Assembly of the Socialist Republic of Bosnia and Herzegovina on 11 January 1982. The building of the SRBiH Committee for Urbanism was devastated (destroyed in a fire) during the war, so that the documentation presenting the process of public consultations and the adoption of the act was completely destroyed. Corridor Vc was discussed and formally included in the Trans-European Corridor Network on the Third Pan-European Conference in Helsinki in June 1997.

Environmental Assessment

Compliance with applicable Environmental legislation

Since 2002/2003 BiH has adopted a set of environmental laws. These are the Law on Environmental Protection; the Law on Waste Management; the Law on Air Protection; the Law on Water Management; the Law on Nature Protection; and, the Law on the Environment Fund. These environmental protection laws are prepared in accordance with the most important environmental EU Directives, such as the EIA Directive 2011/92/EU; SEA Directive 2001/42/EC; the Integrated Pollution Prevention and Control (IPPC) Directive 96/61/EC; and, the Chemical Accidents (SEVESO II) Directive 96/82/EC.

These laws represent a legal framework for the protection of the environment, setting forth basic principles of the protection, defining basic notions and terms, as well as authorities responsible for policy implementation. They also lay down basic rules for drafting specific measures for environmental protection policy implementation, as well as that of environment conservation and improvement.

In so far as it has been adopted and implemented, the current legal framework on environmental protection is adequate in terms of EU rules.

Environmental Impacts and their mitigation

The Environmental Impact Assessment for the Project was prepared in compliance with the Law on Environment ("Official Gazette of the Federation of BiH", No. 33/03) as well as the Rules of Procedure on Facilities and Plants, for which the EIA is obligatory

As a whole the Corridor Vc Motorway construction may have significant impacts on the environment. The most important impacts are as follows:

- emissions into the air,
- emissions into the water,
- noise,
- construction and other waste disposal,
- impacts on the flora and fauna,
- impacts of construction works and emissions on the landscape, soil in the vicinity of the construction site, cultural-historical monuments, population and infrastructure

The main environmental risks associated with the Project under consideration are the pollution of soil and water (ecosystem of the Neretva River) during the construction phases, whereas the main negative residual impacts after completion are linked to the air pollution and noise resulting from traffic as well as expropriation, changes in land use, visual alteration of the landscape and severance of land. A number of mitigation measures have been specified in order to reduce the environmental risks and mitigate the residual impacts of the Project. These include avoid existing populated areas as much as possible and fair compensation in cases of land acquisition as well as use of water filtration devices, noise protection walls, adequate materials and waste management. Additionally, during the design phases, the initial motorway's alignment was modified to avoid any visual impact of the projects on the historical village of Počitelj which is candidate to become a UNESCO World Heritage Site.

Nature Conservation

The most important protected area in proximity of the Project are the site of Hutovo Blato, located some 10 km away from the Motorway and included in RAMSAR List of Wetlands of International Importance; an island on the Neretva River near Počitelj; and the Kravice waterfall. Other protected sites, located at larger distances from the motorway alignment, are Vrelo Bune (the river Buna spring) in Blagaj, Vrelo Bunice (the river Bunica spring), the river Neretva in Mostar Municipality, the river Trebižat valley, cave Ševrljica and Green cave in Blagaj, and an unnamed cave in Podveležje.

The EIA indicates that the Project will have no tangible impact on these sites; however, a written confirmation from the relevant authorities that possible impacts of the Project on Nature Conservation sites have been assessed in compliance with the requirements of the EU Habitat (92/43/EEC) and Birds (79/409/EEC) Directive is yet to be provided. The finance contract will include a condition in this respect.

Social Assessment

Involuntary resettlement for the Project will be largely limited to acquisition of uninhabited land as the selected route crosses scarcely populated areas. A Resettlement Policy Framework has been developed for the entire Corridor Vc according to EBRD's requirements, as well as a Resettlement Action Plan (RAP) for the southern subsection of the Project between Bijača and Zvirovići, whereas for the northern sub-section Zvirovići-Počitelj, a RAP will be prepared.

Public Consultation and Stakeholder Engagement, where required

The EIA documentation pertaining to the Project was made available to the public on the 27.06.2006, public consultations were held on the 26 and 31 October 2006. The material was distributed to the stakeholders and/or interested parties determined by the Federal Ministry of

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Environment and Tourism; public consultations were organized in residential districts nearest to the location of the Project; the public was informed on the activities through the media and through the announcements on local communities' notice-boards. Participation of wide public brought valuable comments and suggestions that were integrated within the Environmental Impact Study for each LOT respectively and are summarized in the Public Consultation & Disclosure Plan and published on the Promoter's web site: <http://mkt.gov.ba/doc/default.aspx?id=1069&langTag=bs-BA>.