

## Environmental and Social Data Sheet

### Overview

Project Name:	ROUTE 10 RAIL REHABILITATION
Project Number:	2014-0232
Country:	Kosovo*
Project Description:	Rehabilitation of 149 km of single track railway to be carried out in 3 phases: Fushe Kosove - FYROM border (Phase 1), Fushe Kosove – Mitrovica (Phase 2) and Mitrovica – Serbia border (Phase 3).
EIA required:	Yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	No

\*This designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence.

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

If situated in the EU, the project would fall under Annex II of the EIA Directive 2014/52/EU and would therefore be subject to a screening decision. In March 2014, the Competent Authority, the Kosovo Ministry of Environment, screened-in the project and a full EIA with public consultation will need to be carried out. Prior to disbursing for each phase of work, the promoter will be required to demonstrate that the EIA regulatory procedure – scoping, assessment, disclosure, consultation and approval by the competent authority - has been completed.

The permanent negative environmental impacts of railway rehabilitation projects are very limited. A feasibility study of the project, including a preliminary environmental assessment, has been carried out and identified that the main adverse effects will be temporary and limited in their scope, including: higher potential pollution levels in relation to noise, air and water quality; use of scarce resources; and local disruption to travellers as well as adjacent communities. Environmental impacts of the project will be assessed in detail during the EIA phase and the EIB will ensure that adequate and effective mitigation measures are proposed.

The project is not located in the vicinity of any protected area. Nevertheless, prior to disbursing for each phase of work, a formal opinion from the Competent Authority for Nature Conservation on the significance of the project impact on protected areas (Form A/B or equivalent) will need to be submitted to the Bank.

The project will make rail transport more attractive and better positioned to face modal competition from road, and thus contribute to reducing the environmental impact of interurban transport. The project will also enhance railway safety.

Land acquisition is expected to be very limited. Nevertheless, a Resettlement Policy Framework (RPF) will have to be agreed with the Bank prior to contract signature and disbursements will be conditioned upon confirmation by the promoter that there is no involuntary resettlement or that involuntary resettlement has been performed and completed for that tranche in accordance with the RPF.

Subject to the above-mentioned conditions, the project is acceptable to the Bank from an environmental and social point of view.

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

## **Environmental and Social Assessment**

### **Environmental Assessment**

The project concerns the rehabilitation of a 149 km long, single track, standard gauge, non-electrified rail line. The rehabilitation will allow operation up to 100 km/hr on most sections of the line along with 22.5 tonne axle load in line with EU standards. The proposed activities include: track renewal; repair and improvement of tunnels; repair of bridges and rehabilitation of drainage and track bed; installation of electronic interlocking at key junctions; completion of telecommunications equipment; and level crossings improvements.

In June 2010, the Ministry of Environment and Spatial Planning adopted a spatial plan for the country for the 2010-2020 period. This multi-sectoral strategic plan describes the development strategy per sector based on socio-economic and environmental criteria. It has been subject to public participation and consultation.

The law on Nature Conservation (No.02/L-18) was adopted on 23/03/2005, and the laws on Environmental Protection (03/L-025) and on Environmental Impact Assessment (03/L-214) were adopted by Kosovo Assembly on 26/02/2009. These are intended to meet the relevant requirements of the EU Acquis.

Following the promoter's request for an Environmental Consent, the Ministry of Environment screened-in the project on 21/03/2014 and confirmed that a full EIA with public consultation will need to be carried out. The EIA procedure for Phase 1 is expected to take place during the first half of 2015. EIAs for phase 2 and 3 will be carried out at a later stage, either separately or jointly depending on circumstances. If EIAs are carried out separately, the Bank will ensure that cumulative effects are considered effectively.

The main negative environmental impacts of the project are expected during the construction phase and include higher noise level and vibrations, air pollution and potential water and soil pollution. The storage of replaced superstructure elements, ballast material and wooden sleepers will have to be carefully selected. The project should have significant positive effects during subsequent operation with regards to rail's ability to compete with other modes as well as with respect to railway traffic safety.

Environmental impacts of the project will be assessed in detail during the EIA after which adequate and effective mitigation measures will be incorporated into the relevant management plans and contractual documents.

No particular climate change risks have been identified.

### **Social Assessment**

Given that the works are planned to be performed within the existing right of way, involuntary resettlement is not expected. However, certain parts of the project are not in operation and, moreover, the final design may require limited realignment or alteration of the existing rail footprint. Therefore, the possibility of involuntary resettlement cannot be ruled out at this time. To cater for such an event, a Resettlement Policy Framework (RPF) will be agreed with the Bank prior to contract signature. If resettlement becomes necessary for one more phases, a Resettlement Action Plan (RAP) will be prepared in compliance with the provisions of the RPF and implemented prior to works commencing on that phase. EIB loan disbursements will be conditioned upon confirmation that either there is no involuntary resettlement or that involuntary resettlement has been performed and completed for that tranche in accordance with the RPF and subsequent RAP.

Measures to ensure proper occupational and community health and safety at work plus working conditions will be addressed during the EIA procedures. The proposed measures will then be contractually imposed on contractors/suppliers and the subsequent implementation of such measures supervised by third parties.