REPUBLIC OF SLOVENIA

MINISTRY OF AGRICULTURE AND THE ENVIRONMENT

ENVIRONMENTAL AGENCY OF THE REPUBLIC OF SLOVENIA

Vojkova 1b, 1000 Ljubljana

Number: 35402-3/2012-38 Date: 9 October 2012

On the basis of the fifth paragraph of Article 8 of the Decree on Administrative Authorities within Ministries (Official Gazette of the Republic of Slovenia, Nos. 58/03, 45/04, 86/04-ZVOP-1, 138/04, 52/05, 82/05, 17/06, 76/06, 132/06, 41/07, 64/08-ZViS-F, 63/09, 69/10, 40/11, 98/11, 17/12 and 23/12) and the second paragraph of Article 61 of the Environment Protection Act (Official Gazette of the Republic of Slovenia, Nos. 39/06-ZVO-1-Official Consolidated Text 1, 49/06-ZMetD, 66/06 - Constitutional Court Decision, 112/06 - Constitutional Court Decision, 33/07-ZPNačrt, 57/08-ZFO-1A, 70/08, 108/09, 48/12 and 57/12), taking into account the second paragraph of Article 39 of the Rules on the Assessment of Acceptability of Impacts Caused by the Execution of Plans and Activities Affecting Nature in Protected Areas (Official Gazette of the Republic of Slovenia, Nos.130/04, 53/06, 38/10 and 3/11), the Environmental Agency of the Republic of Slovenia in the administrative matter of issuing the environmental protection consent for the electrification, reconstruction and upgrading of the railway line Pragersko-Hodoš to the Client, the Ministry of Infrastructure and Spatial Planning, Langusova 4, 1535 Ljubljana, represented by Minister Zvone Černač, who is by delegation represented by Director General Boštjan Rigler, issues the following

E N V I R O N M E N T A L P R O T E C T I O N C O N S E N T

I. The Client, the Ministry of Infrastructure and Spatial Planning, Langusova 4, 1535 Ljubljana, is issued an environmental protection consent for: the electrification, reconstruction and upgrading of the railway line Pragersko-Hodoš, on the land listed in Appendix 1, which forms an integral part of this environment protection consent.

II. The environmental protection consent is issued under the following conditions:

1. Conditions for protection against excessive noise

1.1 During construction:

transportation of materials is limited to the daytime; construction works causing noise may be performed during the daytime; the protection of individual buildings with full protective barriers should be provided.

1.2 During operation:

29 sets of noise barriers with a total length of 13,522 m and with a height of between 2 and 3 m should be provided;

passive noise barriers for 166 buildings with protected areas should be provided.

2. Conditions for air quality protection

2.1 **During construction:**

the use of devices and construction machinery fitted with devices for dust removal at work openings, exit sites and sites of dust generation is permitted;

efficient cleaning of vehicles before exiting construction platforms should be provided; at construction sites and temporary deposits in the area of the railway stations at Pragersko, Kidričevo, Ljutomer and Murska Sobota, the volume of transhipment, sieving and storage of bulk material should be reduced;

bulk cargo should be covered during transportation to or from the construction site;

internal transport paths on construction sites and open areas should be regularly wetted in dry and windy weather;

construction machinery and cargo vehicles should operate no longer than strictly necessary and should not be idling;

construction protective barriers around the following construction platforms must be provided: Ptuj, Mihovci, Pavlovci.

3. Conditions for protection against vibrations

3.1 During construction:

light vibration machines operating in the frequency range of 35 Hz should be used; reconstruction works, the foundations of electrical catenary pillars and noise barriers should be constructed during the daytime.

4. Conditions for the protection of flora, fauna and habitat types, protected areas, ecologically important areas and natural assets

4.1 During construction:

on both sides of the passage over the Drava and Mura rivers, construction works should be performed in March and in the period from July to October;

felling of tree and bush vegetation should be performed between October and February; removal is only permitted for vegetation directly obstructing the course of works; regulations of Pavlovski stream and Lahonščica should be implemented outside the fish spawning period, and works at watercourses should not be performed between March and July;

in order to protect the European crayfish, regulation works on Pavlovski stream and Lahonščica should not performed during low water levels, moulting and high water temperatures; works should be planned and performed in such a way that no interventions are performed in the area between the railway line and the Drava River or the outflow of Sejanski stream and Pesnica, and that no machinery movements or deposition of construction material are performed here; the construction site should be organised on the north part of the existing railway dyke; it is not permitted to interfere with the embankment and the existing riparian vegetation of the Drava River, Pesnica and Sejanski stream embankments or the outflow of Lešnica;

intervention in waters should be limited in space and time, and the discharge of substances into water should be minimal; no interventions in the riverbed are permitted that use materials containing dangerous substances.

4.2 During operation:

the regulation of Pavlovski stream requires a plan for the co-natural regulation of the new riverbed of the stream;

when planning the bridge over Lahonščica and Pavlovski stream, on both sides of the riverbed under the bridge, a small berm with a width of approx. 1 m should be anticipated, since it will enable the passage of small animals.

riparian protection where the anticipated implementation is stone in concrete should be performed so that the concrete does not cover stones or rocks on the exterior side;

in the event of interventions in the embankment and riparian vegetation of the Drava River, Pesnica and Sejanski stream, the riparian vegetation shall be appropriately replaced and the embankment planted with locally characteristic vegetation;

in the area of the old riverbed of Pavlovski stream, which will be covered, and in the area of the old railway dyke, which will be removed, a habitat of mesotrophic wet meadows and Central European mesotrophic to eutrophic lowland meadows must be established;

the dyke should extend no farther than the limits of the existing terrain, and the old railway dyke must be removed;

on plot numbers 53/2, 57, 83/2 and 54, all in the Cadastral Municipality of Ivanjkovci, a substitute habitat predominantly of land reeds x weeping sedge biocenoses must be established; the construction site at Ivanjkovci must be organised from the west side of the envisaged railway dyke and fenced along the eastern section, so that access to the area of the remaining natural asset is not possible;

weeds along the railway line should be controlled by using exclusively eco- and bio-degradable phytopharmaceuticals.

5. Conditions for soil conservation

5.1 During construction:

interventions in the soil should be performed only in areas defined before the beginning of works; the excavated layers of the soil should be deposited separately according to the suitability of each soil type; the fertile part of the soil should be used for areas where soil re-cultivation is planned;

when planning re-cultivation works, the correct sequence of horizons should be planned, namely as they were prior to the works;

in cases of soil removal, it should be ensured that the humus layer is carefully removed and deposited on the intervention location separately from other material, and that it is used for coverage immediately after the construction works are completed; the intrusion of machinery and transport vehicles on agricultural land outside the transport pathways of railway construction or other infrastructure should be prevented;

existing infrastructural and other handling areas should be used for temporary traffic and construction land;

construction machinery on the construction site and transport vehicles for supply and removal from the site should be technically flawless, so that the pollution of soil and water due to spillages of fuel or oil do not occur; additional supply roads to the construction site, parking space and turning areas for cargo vehicles should be set up outside Natura 200 areas and protected areas;
the initial state should be re-established on the entire construction site after the works are finished; the land should be planted with grass or with locally indigenous trees and bushes;
in the area of meadows, wet meadows should be re-established and re-cultivated.

6. Conditions for waste management

6.1 During construction**:**

deposit sites must be provided for material removed during ground and construction works;
depots of material and construction facilities must be envisaged outside the flood area; waste and building material should not be deposited in protected areas and Natura 2000 areas;
the collection and removal of waste packaging should be ensured on the construction site, transport routes and handling areas; hazardous substances should not be stored on the construction site.

7. Conditions for protection of groundwater

7.1 During construction:

if transport vehicles and other devices are supplied on the construction site, these surfaces should be compacted.

7.2 During operation:

the removed material formed with polluted soil in cases of spillage of engine fuel, lubricants or other oils should be temporarily or permanently deposited before deposition based on an analysis.

8. Conditions for protection of surface waters

8.1 During construction:

each day, after work has finished, all construction machinery, equipment and material should be removed from the flood area;
between 3+000 and 3+200 km of the railway line, the wooden vegetation in the area of the abandoned riverbed, should be preserved.

8.2 During operation:

during the implementation of maintenance works on facilities situated in the affected area of the surface watercourse, direct interventions in the riverbed with materials containing hazardous compounds should be prevented.

9. Conditions for cultural land protection

9.1 During construction**:**

in cases of major interventions in continuous vegetation and along the new facilities, new planting should be performed related to the characteristics of the surrounding landscape and local vegetation.

III. This environment protection consent expires if, within five years after the consent has become final, the Client fails to begin implementing the intervention or fails to obtain the construction permit if so required according to the regulations on building construction.

IV. A nature conservation permit is deemed to have been issued by the issuing of this environment protection consent.

V. No costs arise from this procedure.

Grounds

On 23 January 2012, the Environmental Agency of the Republic of Slovenia, which as a body within the Ministry of Agriculture and the Environment conducts tasks in the area of environmental protection (hereinafter referred to as the Addressed Authority), received an application for the issue of an environmental protection consent for the electrification, reconstruction and upgrading of the railway line Pragersko-Hodoš on the land listed in Appendix 1, which forms an integral part of this environment protection consent, in accordance with Article 57 of the Environment Protection Act (Official Gazette of the Republic of Slovenia, Nos. 39/06-ZVCM-Official Consolidated Text 1, 49/06-ZMetD, 66/06 - Constitutional Court Decision, 112/06 - Constitutional Court Decision, 33/07-ZPNačrt, 57/08-ZFO-1 A, 70/08, 108/09, 48/12 and 57/12, hereinafter referred to as ZVO-1), from the Client, the Ministry of Infrastructure and Spatial Planning, Langusova ulica 4,

1535 Ljubljana, represented by Minister Zvone Černač, who is by delegation represented by Director General Boštjan Rigler (hereinafter referred to as the Client).

To the application, the Client attached the following:

the Report on the Environmental Impacts of the Electrification, Reconstruction and Upgrading of the Railway Line Pragersko-Hodoš prepared by Urbis d. o. o, Maribor, Jezdarska 3, 2000 Maribor, under project number 2010**/**PVO-041 in November 2010, completed in December 2011(in written and partly in electronic form), the Report on Environmental Impacts of the Electrification, Reconstruction and Upgrading of the Railway Line Pragersko-Hodoš, Appendix for Protected Areas in accordance with the Rules on the Assessment of Acceptability of Impacts Caused by the Execution of Plans and Activities Affecting Nature in Protected Areas, prepared by ,Aquarius d. o. o. Ljubljana, Cesta Andreja Bitenca 68, 1000 Ljubljana, under task number 1256-11 VO in September 2011 (in written and electronic form),

the Pragersko-Hodoš Railway Line concept design prepared by SŽ-projektivno podjetje d. d., Vilharjeva 16a, 1000 Ljubljana, under project number 3618 in July 2010 (in electronic form), and the Electrification and Reconstruction of the Railway Line Pragersko-Hodoš concept design prepared by SŽ-projektivno podjetje d. d., Vilharjeva 16a, 1000 Ljubljana, under project number 3618 in July 2010 (in electronic form), attached to the application for the issue of the environment protection consent number 35402-9/2011.

On 9 February 2012, the application was supplemented by the following:

the authorisation signed by a legal representative,

the Report on the Environmental Impacts of the Electrification, Reconstruction and Upgrading of the Railway Line Pragersko-Hodoš prepared by Urbis d. o. o, Maribor, Jezdarska 3, 2000 Maribor, under project number 2010**/**PVO-041 in November 2010, completed in December 2011(in written and electronic form), and

the construction concept design for: the new construction and reconstruction, removal of buildings, change of purpose, replacement construction for the Railway Line Pragersko-Hodoš prepared by SŽ-projektivno podjetje d. d., Vilharjeva 16a, 1000 Ljubljana, under project number 3518 979 in June 9 (in written and electronic form).

On 22 May 2012, the application was supplemented by the following:

the Report on the Environmental Impacts of the Electrification, Reconstruction and Upgrading of the Railway Line Pragersko-Hodoš prepared by Urbis d. o. o, Maribor, Jezdarska 3, 2000 Maribor, under project number 2010**/**PVO-041 in November 2010, completed in May 2012 (in written and in electronic form), and

the Report on Environmental Impacts of the Electrification, Reconstruction and Upgrading of the Railway Line Pragersko-Hodoš, Appendix for Protected Areas in accordance with the Rules on the Assessment of the Acceptability of Impacts Caused by the Execution of Plans and Activities Affecting Nature in Protected Areas, prepared by Aquarius d. o. o. Ljubljana, cesta Andreja Bitenca 68, 1000 Ljubljana, under task number 1256-11VO in May 2012 (in written and electronic form), the concept design, the new construction and reconstruction, line no. 40 (E69) Pragersko – Ormož and line no. 41 (T69) Ormož- Hodoš - d.m., prepared by SŽ- PP Ljubljana d.d. and Urbis d.o.o. Maribor, project no. 20100/VM-041, May 2012 (in written and electronic form),

the list of land plots in the area where the intervention causes an environmental burden on human health and property in .xls and shp. format (electronic form)

copies of land allotment decisions or identification certificates (in written and electronic form).

On 16 July 2012, the application was supplemented by the following:

the authorisation signed by a legal representative,

the Report on the Environmental Impacts of the Electrification, Reconstruction and Upgrading of the Railway Line Pragersko-Hodoš prepared by Urbis d. o. o, Maribor, Jezdarska 3, 2000 Maribor, under project number 2010**/**PVO-041 in November 2010, completed in May 2012, completed in June 2012 (in written and in electronic form), the list of land plots in the area of intervention (in written and electronic form)

On 2 October 2012, the application was supplemented by the following:

the Report on the Environmental Impacts of the Electrification, Reconstruction and Upgrading of the Railway Line Pragersko-Hodoš prepared by Urbis d. o. o, Maribor, Jezdarska 3, 2000 Maribor, under project number 2010/PVO-041 in November 2010, completed in May 2012, completed in June 2012, completed in September 2012 (in written and electronic form).

On 8 October 2012, the application was supplemented by the following:

the application for issuing the environmental protection consent for the electrification, reconstruction and upgrading of the railway line Pragersko-Hodoš – supplementation of the application for the plot number, number 411-35/2011/400-00711185.

On the basis of the third paragraph of Article 139 of the General Administrative Procedure Act (Official Gazette of the Republic of Slovenia, Nos. 24/06-ZUP-Official Consolidated Text 2, 105/06-ZUS-1, 126/07, 65/08 and 8/10, hereinafter referred to as ZUP), the Addressed Authority ex officio obtained the Detailed Plan on the National Importance of the Electrification and Reconstruction of the Railway Section Pragersko - Hodoš (Official Gazette of the Republic of Slovenia, No. 51/09) from the Ministry of the Infrastructure and Spatial Planning, Langusova 4, 1535 Ljubljana.

According to Article 50 of ZVO-1, an environmental impact assessment must be performed and an environment protection consent from the Addressed Authority must be obtained prior to the commencement of any intervention that could significantly affect the environment. The obligation to perform an assessment is established according to the Decree on the Categories of Activities for which an Environmental Impact Assessment is Mandatory (Official Gazette of the Republic of Slovenia, Nos. 78/06, 72/07, 32/09 and 95/11; hereinafter referred to as the Decree).

In accordance with the fourth indent of the second item of Article 3 of the Decree, an environmental impact assessment is mandatory when the intervention includes electrification, the construction of a new railway track or relocation of the railway track or line axis.

In the case in question, the Client intends to electrify the railway line over a length of 109 km and reconstruc the line on sections before Ormož, in Pavlovci and Ivanjkovci over a total length of 6.2 km; therefore, the Addressed Authority established on the basis of the submitted documentation that the environmental impact assessment and obtaining an environment protection consent is mandatory for such interventions.

The first paragraph of Article 39 of the Rules on the Assessment of Acceptability of Impacts Caused by the Execution of Plans and Activities Affecting Nature in Protected Areas (Official Gazette of the Republic of Slovenia, Nos. 130/04, 53/06, 38/10 and 3/11, hereinafter referred to as the Rules on the Assessment) lays down that, depending on the extent and characteristics of the activity affecting nature, the assessment of the acceptability of impacts caused by activities affecting nature shall be performed in the procedure for issuing 1) an environmental protection consent for activities affecting nature with environmental impacts, 2) an environmental protection consent for activities affecting nature which are not activities affecting nature with environmental impacts, 3) a permit for a spatial intervention as specified in Article 43 of these Rules, or 4) a permit according to other regulations for activities affecting nature, for which consent or a permit from the preceding three indents is not required.

The second paragraph of Article 39 of the Rules on the Assessment stipulates that in a case when the assessment of the acceptability of an activity affecting nature is performed in the procedure for issuing the environment protection consent, a nature conservation approval is deemed to have been issued by the issuing of the environment protection consent.

In accordance with the first paragraph of Article 61 of ZVO-1, which stipulates that the Ministry shall forward the application for the issue of the environment protection consent and the draft decision on the environment protection consent to ministries or organisations which with respect to the planned activity are responsible for individual environment protection matters, for the protection or use of natural resources, or for natural heritage protection, and invite them to submit their opinions on the acceptability of the planned activity within 21 days of the receipt of the application, the Addressed Authority requested the opinions of:

The Ministry of Health, Štefanova 5, 1000 Ljubljana;

The Institute for the Protection of Cultural Heritage of Slovenia, Regional Office of Maribor, Slomškov trg 6, 2000 Maribor;
The Institute of the Republic of Slovenia for Nature Conservation, Central Unit, Tobačna ulica 5, 1000 Ljubljana;
The Fisheries Research Institution of Slovenia, Sp. Gameljne 611, 1211 Šmartno;
The Environmental Agency of the Republic of Slovenia, Water Management Office, Vojkova 1b, 1102 Ljubljana.

On 26 July 2012, the Addressed Authority received the opinion of the Institute of the Republic of Slovenia for Nature Conservation, Maribor Regional Office, Podbreška cesta 20, 2000 Maribor, No. 4-Ш-452/34-0-05/AK of 26 July 2012. The opinion indicates that the Report on the Environmental Impacts and the Appendix for the Protected Areas are appropriate and that the mitigation measures are adequate and in accordance with the policies in the Nature Conservation Guidelines for the Detailed Plan of National Importance for the Electrification and Reconstruction of the Railway Section Pragersko-Hodoš. The opinion requires that the project documentation be completed with the Report on the Environmental Impacts. The Addressed Authority did not take this comment into account.

On 16 August 2012, the Addressed Authority received the opinion of the Ministry of Health prepared by the Institute of Public Health of the Republic of Slovenia, Trubarjeva 2, 1000 Ljubljana, which indicates that the documentation is very precise and complies with the requirements, reinforcing the compliance with of World Health Organisation guidelines on environmental noise and night noise.

On 17 August 2012, the Addressed Authority received the opinion of the Institute for the Protection of Cultural Heritage of Slovenia, Maribor Regional Office, No. 3510-0503/2011/8-AM. The opinion indicates that the Institute would give a positive opinion on the Report on the Environmental Impacts when all known units of immovable cultural heritage are considered, mitigation measures envisaged in the Decree on the Detailed Plan of National Importance for the Electrification and Reconstruction of the Railway Section Pragersko - Hodoš (Official Gazette of the Republic of Slovenia, No. 51/09) are proposed, and a cultural protection act in the matter considered is issued. On 19 September 2012, the Addressed Authority received a positive opinion from the Institute for the Protection of Cultural Heritage of Slovenia, Maribor Regional Office, No. 3510-0503/2011/10-AM, concerning the completed Report on the Environmental Impacts.

On 27 August 2012, the Addressed Authority received the opinion of the Fisheries Research Institution of Slovenia, Sp. Gameljne 611, 1211 Šmartno, number 420-343/2008/9, which indicates that the intervention is not acceptable without the completion of the project documentation. On 14 September 2012, the Addressed Authority received the opinion of the Fisheries Research Institution of Slovenia, Sp. Gameljne 611, 1211 Šmartno, number 420-343/2008/13, which is based on the completed documentation and indicates that the planned intervention is acceptable.

On 31 August 2012, the Addressed Authority also received the opinion of the Environmental Agency of the Republic of Slovenia, Water Management Office Vojkova 1b, 1102 Ljubljana, number 35500-881/2012-3, which indicates that the planned arrangements probably would not have a significant environmental impact in terms of affecting the water regimen, water status and protection against the harmful effects of water.

Having established that the Client submitted complete documentation, in accordance with Article 58 of ZVO-1, the public was given access to the application for obtaining the environment protection consent, the Report on the Environmental Impacts, the preliminary design and the draft decision on the environment protection consent. With public announcement number 35402-3/2012-24 of 20 August 2012, the public was informed of all requirements from the second paragraph of Article 58 of ZVO-1 on the website of the Environmental Agency of the Republic of Slovenia, on the websites of municipalities in the areas where the planned intervention is to take place, and in the head office of Ormož Administrative Unit, Ptujska cesta 6, 2270 Ormož. In accordance with the third paragraph of Article 58 of ZVO-1, the public was given the opportunity to provide opinions and comments within 30 days as specified in the public announcement, i.e. from 20 August 2012 to 20 September 2012

V During this time, no comments or opinions from the public were submitted to the Environmental Agency of the Republic of Slovenia, and no comments or opinions were recorded in the comment book on the premises where the presentation of the documentation for obtaining the environment protection consent took place, i.e. at the head office of Ormož Administrative Unit, Ptujska cesta 6, 2270 Ormož.

V The following was established on the basis of the documentation submitted and obtained, as indicated in the explanation of this environmental protection consent.

DESCRIPTION OF FACTS

Through the electrification and reconstruction of the Pragersko-Hodoš railway line and by replacing the existing diesel traction with electric traction on the entire line, with the simultaneous upgrading and partial reconstruction of the catenary, the Client intends to increase the line's capacity, thereby allowing for higher throughput. From the environmental aspect, the establishment of the electrical catenary constitutes the most appropriate measure to improve the situation, and will contribute to reducing emissions of air pollutants and noise emission from the line.

The planned intervention covers the following sets:1. The electrification of the railway line and construction of the catenary along the existing line over a length of 109 km, partly on line no. 40 (E69) Pragersko-Središče-d.m. and partly on line no. 41 (T69) Ormož - Murska Sobota-Hodoš-d.m, including the stations. Setting up of standard steel poles screwed to the foundations is planned. On the open line, the poles will be 2.7 m from the track axis on the straight track and on the exterior of the curve, and 2.7-2.8 m from the track axis on the interior of the curve. At stations, the distance from the axis on straight track will be 2.5 m, and 2.5-2.8 m on the interior. The tension poles will be 3.0 m from the track axis.

Due to the railway line electrification, five power sub-stations (ENP) will be built: Ptuj, Pavlovci, Ljutomer, Murska Sobota and Gornji Petrovci. All ENPs will be standard industrial or auxiliary power facilities of 14.20 m x 18.20 m, without constant staffing. The buildings and platforms around them will be surrounded by a 2 m metal fence. The buildings and platforms will have only a ground floor and a partial basement underneath.

Within the electrification, 33 noise barriers will be installed along the line as follows:

- in Slovenska Bistrica Municipality: NB 1 from km 0+228.50 to km 1+924.10 over a total length of 1224.00 m;
- in Kidričevo Municipality: NB 2 from km 3+451.60 to km 3+952.90 over a length of 480.00 m. NB 3 from km 5+050.80 to km 5+602.80 over a length of 518.70 m. NB 4 from km 5+301.20 to km 5+793.20 over a length of 492.00 m. NB 5 from km 8+283.00 to km 8+623.00 over a length of 340.00 m. NB 6 from km 8+401.90 to km 9+181.80 over a length of 750.60 m;
- in Hajdina Municipality: NB 7 from km 13+050 to km 13+410 over a total length of 360.00 m;
- in Ptuj Municipality: NB 8; from km 15+072 to km 15+320, on the right side, over a length of 248.00 m. NB 9; from km 15+342 to km 16+258, on the left side, over a length of 924.00 m, NB 10; from km 16+545 to km 16+810, on the left side, over a length of 264.00 m, NB 11; from km 17+332 to km 17+644, on the right side, over a length of 312.00 m, NB 12; from km 18+893 to km 19+023, on the left side, over a length of 156.00 m, NB 13; from km 19+040 to km 19+173, on the right side, over a length of 132.00 m, NB 14; from km 19+037 to km 19+912, on the left side, over a total length of 890.00, NB 15; from km 19+668 to km 19+912, on the right side, over a length of 240.00 m;
- in Dornava and Gorišnica Municipalities: NB 16; from km 25+947.90 to km 27+318.00, over a total length of 1301.30 m, NB 17; from km 26+018.30 to km 26+266.40, over a total length of 244.00 m;
- in Ormož Municipality: NB 18; from km 25+947.90 to km 27+318.00, over a total length of 1301.30 m, NB 19; from km 35+636.40 to km 36+039.10, over a total length of 384.00 m, NB 20; from km 35+977.40 to km 36+117.40, over a total length of 140.00 m, NB 21; from km 8+795.10 to km 9+051.60, over a length of 256.00 m;
- in Ljutomer Municipality: NB 22; from km 17+606.70 to km 17+962.70, over a length of 356.00 m, NB 23; from km 18+379.60 to km 18+650.70, over a length of 276.00 m, NB 24; from km 18+544.10 to km 18+657.70, over a length of 112.00 m, NB 25 (the existing NB 5 and NB 6); from km 18+680.20 to km 19+655.90, over a length of 974.60 m, NB 26 (the existing NB 7); from km 19+829.10 to km 20+044.70, over a length of 312.00 m;

- in Beltinci Municipality: NB 27; from km 32+100 to km 32+412, over a length of 216.50 m;
- in Murska Sobota Municipality: NB 28; from km 37+804 to km 38+536, on the left side, in the length of 698.70 m, NB 29; from km 37+837 to km 38+290, on the right side, over a length of 452.00 m, NB 30; from km 38+637 to km 39+484, on the left side, over a length of 865.00 m, NB 31; from km 39+070 to km 39+317, on the right side, over a length of 288.00 m, NB 32; from km 41+086 to km 41+647, on the right side, over a length of 560.00 m;
- in Šalovci Municipality: NB 33; from km 64+708 to km 65+033, on the left side, over a length of 324.00 m.

2. The reconstruction of the railway line and individual stations:
The reconstruction of track equipment at Ptuj station will be implemented between km 17+332 and 19+717.139, over a length of 2385 m. The extension of the useful lengths of tracks and provision of an appropriate distance between tracks is planned.

Before Ormož, railway line reconstruction is planned, encompassing:
- the reconstruction of track equipment before Ormož between km 36+800 and km 39+585 over a length of 3225 m. The extension of useful lengths of tracks and provision of an appropriate distance between tracks is planned. The new route will deviate from the existing line with a reconstructed curve by 6 m to the right. It will then run on the right side, parallel with the existing line at a distance of 1.5 m, and at a distance of 2.5 m from the next curve. After the last reconstructed curve, the route will join the designed situation of the station to the left side of the existing track;
- a bypass of road R1/230 over a length of 368.29 m and the arrangement of a level crossing at km 39+985.20. At the regional road R1-230/251, a new construction of flat piping culverts is planned: at km 0+236.56;
- construction of two new culverts: at km 37+776 and at km 39+840
- construction of a new Ormož Town
- station between km 39+242 and 39+392, over a length of 150 m.
Between the Pušenci and Pavlovci railway stations, railway line reconstruction over a total length of 2 km is planned, encompassing:
- the reconstruction of track equipment in Pavlovci between km 2+900 and km 4+798 over a length of 1898 m; the extension of useful lengths of tracks and provision of an appropriate distance between tracks is planned.
- the regional road overpass at km 4+214.71 of the railway line Ormož - Hodoš;
- closure of level crossings NPr 3.4 Pavlovci 1 at km 3+432, NPr 3.6 Pavlovci 2 at km 3+554, NPr 4.0 Pavlovci 3 at km 4+021 and NPr 4.4 Pavlovci 4 at km 4+381 is planned ; R1 /230;
- the reconstruction of regional roads with the construction of a crossing: the reconstruction of regional road R1-230, section no. 1310 Ljutomer - Pavlovci, the reconstruction of regional road R1-230, section no. 1311 Pavlovci - Ormož, the reconstruction of regional road R3-627, section no. 1324 Stročja vas - Pavlovci;
- the reconstruction of local roads: a new construction of an access road to ENP Pavlovci, with a connection from reg. road R1 -230/1310, a new construction of an access road to Pavlovci station – from the existing reg. road R1- 230/1311 to the car park and Pavlovci station, a new construction of an access road to residential buildings from reg. road R1-230/1311 Pavlovci - Ormož;
- the construction of a bridge over Pavlovski stream at km 4+357.25; the construction of a bridge over Pavlovski stream at km 3+775.39;
- the reconstruction of bridge M2 over Brebrovski stream at km 0+448.33;
- the construction of culvert P1 over the inflow on the road R3-726/1324 in Pavlovcih at km 13+338.21;
- the construction of bridge M1 over the Pavlovci stream on the road R1 -230/1310 at km 13+794.69;
- the construction of culvert P2 2.0 x 1.6 m at the regional road in Pavlovci at km 14+351.53 on the existing bed of the Kravjek stream;
- water management arrangements: the arrangement or change of the riverbed of Pavlovski stream at three shorter sections in the total length of 940 m; the new course of the Kravjek stream running to the west of the regional road over a length of 450 m, the Libonja stream – a replacement culvert is planned due to the wear; the Brebrovnik stream – reconstruction of the culvert will be performed ,

- the arrangement of a flat culvert at km 0+236.56 of regional road R1-230/251 will be partly on the existing and partly on the new route of the road R1-230/251.

Reconstruction of the railway line in Ivanjkovci over a length of 1.2 km between the renovated Ivanjkovci station and the open section of the line is planned, encompassing:
- the reconstruction of track equipment from km 8+780 to km 10+032. The extension of useful lengths of tracks and provision of an appropriate distance between tracks is planned.
- the construction of a bridge across the Lahonščica stream regulation at km 9+244.24;
- the arrangement of the level crossing of the reconstruction in Ivanjkovci at km 8+918.90;
- the road arrangements with respect to the new situation and elevation course of the railway line encompass the following: the reconstruction of local road LC 302091 and the reconstruction of an access road.

The following is planned within the reconstruction of the station in Hodoš:
- the reconstruction of the track equipment of the Hodoš station from km 68+000 to km 68+650.00. The construction of a new track and switches is planned. The extension of useful lengths of tracks and provision of an appropriate distance between tracks is planned;
- the underpass at Hodoš station at km 68+360, the construction of two elevators to enable access for the disabled.

The following is planned within the reconstruction of Ivanjkovci station:
- the construction of new side platforms, accesses to platforms, de-installation and re-installation of tracks (provisional) and the necessary directional and elevation regulation of existing tracks;
- an underpass at the Ivanjkovci station at km 8+592.00, staircase, canopy;
- water management arrangements: in the railway line area between km 9+200 and 9+350, the adjustment of the Lahonščica stream is planned due to the changed route of the railway line.

The reconstruction of Ljutomer station includes:
- track equipment between km 20+617.44 and 21+634.31. The extension of useful lengths of tracks and provision of an appropriate distance between tracks is planned;
- an underpass at the Ljutomer station at km 20+814.38, including the construction of two elevators to enable access for the disabled.

The reconstruction of the existing Murska Sobota station includes:
- the reconstruction of track equipment between km 38+258.149 and 38+861.789. Tracks no. 1, 2, 103, 104, 4, 5, 105, 6, 7, 8, 108, 9 will be reconstructed. The extension of useful lengths of tracks and provision of an appropriate distance between tracks is planned;
- the external arrangement of the Murska Sobota station, including the reconstruction of the car park and service platform. On the west side, the extension and arrangement of the car park is envisaged, where 86 parking spaces are planned, plus five parking spaces for the disabled. Demolition of the cargo warehouse ad cargo ramp is planned. The reconstruction of the platform on the east side is planned. A cargo warehouse is planned at the end of the platform;
- the reconstruction of the underpass at Murska Sobota station at km 38+631 – the construction of two staircases and additional elevators for the access of the disabled to the platforms is planned;
- facilities at Murska Sobota station (the control facility next to the 6th handling track of the railway station, the maintenance facility located to the east of the Murska Sobota railway station tracks, TMD garage to the east of the railway station tracks).

The construction of the following new stations is planned: Šikole, Strnišče, Hajdina, Ljutomer City, Veržej.

Bridging structures (all with secured inlets and outlets) will be constructed:
- a bridge over the Rogoznica River at km 19+680;
- a bridge over the Sejanca stream at km 34+572;
- culvert at the Ptuj – Moškanjci section at km 18+ 2.2 m;
- culverts at the Moškanjci – Cvetkovci section: km 28+751, km 30+077
- a bridge at 32+126;

- culverts at the Cvetkovci–Ormož-Ivanjkovci section: at km 34+981, at km 35+448, at km 36+377, at km 36+610, at km 37+776, at km 2+382;
- a bridge over Pavlovski stream at km 6+660, a bridge over Pavlovski stream at km 11+524, a bridge over the Dobel stream at km 31+800;
- culverts at the Ivanjkovci–Ljutomer section: at km 12+158, at km 13+544;
- culverts at the Ljutomer-Lipovci section: at km 23+011, at km 24+038, at km 24+692;
- a bridge (inundation facility) at km 27+519 of the railway line Pragersko - Ormož, at the Ljutomer - Murska Sobota section;
- a bridge (inundation facility) at km 29+136, at km 29+136 ;
- water management arrangements for the facilities along the Pragersko – Ormož line: for all crossings of watercourses, protection of the area is planned 5 m upstream and downstream from the culvert or bridge with a stone coating and finishing (ground check dams) at km 19+678 (Rogoznica),
21+273, 28+750, 30+070, 32+115 (Brestaniški stream), 34+573 (Sejanca), 34+977, 35+445, 36+379,
36+613, 37+776 in 3+110 (Šikole station);
- water management arrangements for the facilities along the Ormož-Hodoš line: for all crossings of watercourses, protection of the area is planned 5 m upstream and downstream from the culvert or bridge with a stone coating and finishing (ground check dams) at km: 2+382, 6+657, 11+523,
12+161, 13+543, 23+011, 24+054, 24+677, 27+510, 29+136 and 31+800 (Dobel).

3. Within the upgrading of the railway line, the arrangement of the upper and lower track structure and the arrangement of channels and drainages and level crossings are planned. The upgrading of the line in the total length of 34,964 m at the following sections is planned:
- Pragersko – Cirkovce section: from km 1+023.38 to km 6+444.80;
- Cirkovce – Kidričevo section: from km 7+358.77 to km 10+809.94;
- Kidričevo – bridge over the Drava River at Ptuj section: from km 11+884.97 to km 17+100.20;
- Mekotnjak – Ljutomer section: from km 15+000 to km 20+527;
- Ljutomer – Lipovci section: from km 21+634.10 to km 32+535.46;
- Lipovci – Murska Sobota section: from km 33+850 at km 33+842.530 and at km 38+298.

The whole intervention will be performed in phases. The upgrading of the railway line will be performed by sections over lengths between 480 and 600 m, with a temporary closure of the railway line between Saturday at 2 a.m. and Monday at midnight. The reconstructions will be performed independently of other works. Since these are linear facilities connected to the existing road communication, the works will be performed in 'closed' construction sites. Construction sites, temporary landfills, temporary storage of new tracks, sleepers etc. will be organised at the nearest station. Organisation by railway line section is planned at the following railway stations: Pragersko – Cirkovce section at Pragersko station, Cirkovci Polje – Kidričevo and Kidričevo – Ptuj section at Kidričevo station, Mekotnjak – Ljutomer and Ljutomer – Lipovci sections at Ljutomer station, and Lipovci - Murska Sobota section at Murska Sobota station.
The reconstruction of the railway line will be performed as a whole by sections or stations as indicated above. The organisation of construction sites is planned at every station, on the section before Ormož at Ormož station, in Pavlovci in the area within the national spatial plan, which also applies to Lipovci at Lipovci station. The reconstruction before Ormož will be performed in phases, in the same way as the upgrading of the railway line. The electrification will be performed on the entire line. Excavations for foundations and the concreting of foundations to set up catenary pillars will be performed. It is also possible that prefabricated pile driving will be performed instead (depending on the contractor). The central base for all works will be located at the nearest station, partly next to the line where the public railway infrastructure allows it.

When the upgrading and reconstruction is complete,, the catenary will be set up over the entire length, including the installation of load-bearing pillars (screwing) and execution of the catenary. All these works will be performed from the railway line using the train , which will carry the necessary material. Construction sites next to the facility will be arranged to build bridging facilities. Throughout the route, a lot of material will be carried to temporary or permanent landfill. Construction paths at the site of the planned connecting roads next to the line will be set up as transport routes along the route. The existing roads will be mostly used. Materials will be partly transported by rail, in the first phase to the individual stations where construction sites are

organised, and in the second phase by trucks or train (tracks, sleepers) by rail to the site where upgrading or reconstruction is performed. Gravel for building dykes in the Pavlovci and Ivanjkovci areas of reconstruction will be transported by road and from the existing gravel pits nearby (Bakovci at Murska Sobota, Krapje in Ljutomer and Pleterje in Kidričevo, and there are two smaller gravel pits in Dornava and Videm).
Chipped stone used to prepare ballast will be delivered from the Verd quarry and transported by rail in dumper wagons, which will strew the chipped stone along the line or deliver it to a temporary depot within the railway station. New tracks and concrete sleepers will also be delivered by train. The excess ground material and existing ballast will be removed from the construction site for processing to the waste recovery contractor, who has the appropriate permit for waste recovery according to procedures R5, R12 and R13 and operated in the area of Goršinci and Puconci. The construction on the route will only be performed in daytime on business days, and between Friday and Sunday during closures for the area to be upgraded. Materials will be transported only in the amounts required for the construction of an individual section.

A timetable has been prepared based on the assessment of the time needed to carry the preparatory works, delivery of materials, execution of all works and finishing work. The course of the work will be as follows:
1. upgrading and reconstruction of the railway line
2. setting up the catenary

The upgrading will be carried out during a permanent closure between Friday and Sunday, 55 hours, by sections from Pragersko towards Murska Sobota for 104 weeks, or two years, respectively:
- Pragersko - Cirkovce (from km 1+023 to 6+445): 15 weeks
- Cirkovce (Polje) - Kidričevo (from km 7+359 to 10+810): 11 weeks
- Kidričevo – bridge over the Drava River in Ptuj (from km 11 +855 to 17+100): 15 weeks
- Mekotnjak - Ljutomer (from km 15+000 to 20+527): 19 weeks
- Ljutomer - Lipovci (from km 21+634 to 32+535): 32 weeks
- Lipovci - Murska Sobota (from km 33+850 to 38+298): 12 weeks.

The railway line reconstruction before Ormož will be performed in the same way as the upgrading - with permanent closures from Friday to Sunday for 55 hours during 28 weeks. The railway line reconstruction (new construction) in Pavlovci and Ivanjkovci will take approximately 12 months and be carried out at the same time. The reconstruction of the Ptuj, Ljutomer, Murska Sobota and Hodoš stations will be performed during traffic; the time for implementation will be 6-12 months, no more than 14 months in total. The construction of the ENP stations is expected to take 8 months.
The electrification will be performed in two phases; in the first phase, foundations will be built during the upgrading or reconstruction of each section, and in the second phase, the catenary will be set up (installation of pillars and wires) along the entire line between Pragersko and Hodoš; the expected time for implementation is up to 24 months.

AREA OF INTERVENTION

The area of intervention where a planned activity could cause an environmental burden affecting human health or property (hereinafter referred to as the area of impact) is specified in Chapter 7 of the Report on the Environmental Impacts of the Electrification, Reconstruction and Upgrading of the Railway Line Pragersko - Hodoš, prepared by Urbis d. o. o, Maribor, Jezdarska 3, 2000 Maribor under no. 2010/PVO-041 in November 2010, completed in May 2012, completed in June 2012, completed in September 2012, and in the graphic Appendix IV, 'Area in which the intervention causes environmental burden that could affect human health or property', and covers the land listed in Appendix 2, which is an integral part of this environment protection consent.

CROSS-BORDER IMPACT

With respect to the nearby border with the Republic of Croatia, potential cross-border impacts were also evaluated when environmental segments were considered and the area of impact determined. After the electrification of the Pragersko–Hodoš railway line, there will be no cross-border impacts on the Croatian side

affecting human health and property in terms of noise protection. Based on the available documentation, the Addressed Authority establishes that there will be no cross-border impacts from the planned intervention.

EXPLANATION OF CONDITIONS

The project and environmental conditions indicated in the ordering part of this environment protection consent are divided into two groups – for the time during construction and the time during operation.

Protection against excessive noise (conditions from point II of the ordering part of this environment protection consent)
The railway line Pragersko-Hodoš runs through densely built-up areas in the settlements of Hajdina, Ptuj, Moškanjci, Ljutomer and Murska Sobota. There are several residential buildings in the areas of dispersed construction next to the railway line. In the existing situation, despite the relatively low density of traffic, the noise burden caused by rail traffic has increased primarily because cargo trains are hauled by series 664 diesel locomotives. Noise protection with barriers is implemented on the railway line section between Puconci and Hodoš, in a part of Ljutomer and, to a smaller extent, in a part of Ormož. The traction units on the railway line are series 664 diesel locomotives and series 711 and 713/715 diesel engine passenger sets. Track sleepers in the existing conditions on the section between Pragersko and Murska Sobota are mostly wood, and concrete between Murska Sobota and Hodoš. Some noise protection measures have already been implemented along the railway line. At Puconci-Hodoš section, 17 noise barriers were set up over a total length of 3,078 m in the area of the settlements of Vizvar, Puconci, Dankovci, Mačkovci, Šalovci and Gornji Petrovci. The barriers are between 2 and 3 m high and intended to protect the environment against noise caused by rolling on the tracks, but the impact of diesel traction with series 664 locomotives is almost unaffected. In the part of the railway line between Pragersko and Puconci, noise barriers were also set up in a part of Ljutomer - four barriers over a total length of 1,568 m, 2.5 m high. A transparent barrier was also installed along the railway line on the supporting wall 5 m above the line to protect Ormož Nursing Home. The length of this barrier is 89 m. Within the reconstruction of the stations and passing places of Kidričevo, Ptuj, Cvetkovci and Ormož and within the remediation of noise burdening in the area of Ljutomer, sound insulation of windows was performed for individual buildings with protected areas, for which passive noise protection was envisaged in the national spatial plan.
In addition to the railway traffic, a significant source of noise in the railway line's area of impact is the traffic on the national road network, and the traffic on local roads in the area of denser settlement. Environmental noise burdening due to production activity is locally limited, and noise burdening due to agricultural activity is occasional.

In the entire area under consideration, there are 659 buildings with protected areas (2,652 residents) overloaded in the daytime in the existing conditions with respect to limit values for noise levels: 894 buildings (3,588 residents) in the evening; the highest number (902 buildings with 3,618 residents) are overloaded at night, and 799 buildings (3,227 residents) throughout the day. The critical value for noise levels at night is exceeded in 530 buildings (1,877 residents), and in 431 buildings (1,402 resident) throughout the day.

Among the areas with considerable noise pollution, the area along the main road G1-2 stands out, where, with respect to the critical values, there are 149 buildings (410 residents) overloaded on section no. 0250 between Spuhlja and Gorišnica, 114 buildings (331 residents) on section no. 0250 between Gorišnica and Ormož, while the critical value of noise levels at night is exceeded in 74 buildings (214 residents) on section no. 0249 Ptuj - Spuhlja. A larger number of buildings are also critically polluted with noise along the regional road R1 -230/1309 Križevci - Ljutomer (37 buildings with 118 residents) and along the regional road R1-229/1417 Ptuj - Rogoznica (32 buildings with 428 residents).

During the implementation of the activity in the area of construction platforms and along the construction and public transport paths in the construction area, environmental noise pollution will increase with respect to the existing situation. For the buildings and in areas where the implementation of measures for the reduction at source or measures to prevent the environmental expansion of noise is not possible or efficient enough,

passive noise protection must be provided to ensure that limit values in the protected areas are not exceeded due to the operation of the noise source.

Noise pollution will increase in all areas of electrification for short periods. The construction of all power supply stations will be carried out in areas not in the immediate vicinity of buildings with protected areas; therefore, increased noise pollution is not expected. Environmental noise pollution during the implementation of the activity will be highest for residential buildings situated near areas where the reconstruction of the railway line is planned (the area before Ormož, Pavlovci and Ivanjkovci). Occasional increased environmental noise pollution is also expected in the areas of reconstruction of the Ptuj and Murska Sobota stations, and, to a smaller extent, in areas where facilities are planned to be reconstructed.

Because of ground and construction works and the transshipment of construction materials on construction platforms, there will be occasional increased noise pollution in the vicinity of construction sites in the area of the reconstruction of the railway line in Pavlovci and, to a smaller extent, in Ivanjkovci and before Ormož. Increased noise pollution is expected in the area of the construction platforms of the Ptuj and Murska Sobota stations, while the impact of other areas of arranging stations and stops and reconstructing bridging facilities will be smaller, considering the size of the intervention. Noise pollution will increase most for buildings located in the immediate vicinity of the railway line; these buildings are mostly former railway infrastructure facilities converted to residential buildings.
In the areas of reconstructing facilities on the railway line, noise pollution will increase due to the use of manual tools for the surface processing of concrete and metal structures and due to the use of auxilliary devices such as electric aggregates and compressors. In areas where the electrification and upgrading of the railway line is planned, there will be no lasting impact on the increased environmental noise pollution; there will only be some occasional increased pulse noise events during the foundation of electric poles.

During the intervention, environmental noise pollution in built-up residential areas is also expected along the transport routes for the delivery of materials and removal of excess excavated material from construction sites. In the area along all the roads considered, noise pollution in the existing situation with respect to the limit values is the highest and most problematic at night and in the evening, with the exception of local roads with low traffic burdens. During the intervention, the width of the noise-polluted area in the daytime will significantly increase along the most important transport roads with low traffic density. Along access roads, the area of impact due to traffic with respect to the limit values is expected to be highest at night and in the evening, when construction materials are not being transported. Considering the existing situation, no new residential building along the access roads will be overloaded.

Expected impacts and impact assessment during operation: on the one hand, the electric traction, reconstruction and upgrading of the railway line are measures that reduce noise emissions, while, on the other hand, the modernisation will provide higher throughput on the line and enable higher train speeds, which increases noise emissions. Because of the envisaged increase in traffic, noise pollution in the surroundings will gradually increase over the years; therefore, extensive anti-noise measures are planned along the entire line during electrification and reconstruction. The noise protection measures during the operation of the railway line were included in the Governmental Decree on the Detailed Plan on National Importance for the Electrification and Reconstruction of the Railway Section Pragersko–Hodoš (Official Gazette of the Republic of Slovenia, No. 51/09; hereinafter referred to as DPN). In addition to noise barriers, passive noise protection is additionally planned for areas of dispersed construction with protected areas. The noise protection measures in DPN were planned on the basis of traffic data for 2015, which, when verified in 2010, proved not to fully reflect the anticipated traffic situation in 2020, and were increased on the basis of the revised traffic data.

For the purposes of protecting all overloaded areas and buildings with protected areas, the railway line manager must implement anti-noise measures consisting of reducing emissions at noise sources (electrification of the railway line and modernisation of train fleet, upgrade of the railway line), the reduction of noise expansion in the environment by constructing noise barriers and reconstructing windows in buildings where protection of the environment with barriers is not anticipated or not sufficient. Protection is required for

residential land where critical values of noise indicators are exceeded. The proposal for anti-noise measures for the Pragersko–Hodoš railway line comprises the setting up of 29 sets of noise barriers with a length of 13,522 m in the area of the settlements of Gaj pri Pragerskem, Pongrce, Cirkovce, Strnišče, Zgornja Hajdina, the entire area of Ptuj, Moškanjci, Osluševci, Mihovci, Ivanjkovci, Ljutomer, Bratonci, Murska Sobota, Markišavci and Šalovci, and the implementation of passive anti-noise protection in 166 buildings with protected areas.

During the reconstruction and upgrading of the line, the cumulative impact will mostly increase during the simultaneous arrangement of crossings of roads and the railway line. The mitigation measures to reduce noise emissions from construction sites must be performed during both activities, and the overall impact must be within legally prescribed values. The cumulative impact during interventions is estimated as moderate, provided that mitigation measures are considered. After the railway line electrification and during the operation of crossings of roads and the railway line, the overall noise pollution with respect to the existing situation will not change considerably, as the majority of crossings are in the area of the existing roads. In areas of denser settlement where the construction of noise barriers is planned, overal noise pollution will reduce compared to the existing situation. The cumulative impact during the operation of the road network along the Pragersko–Hodoš railway line is estimated as moderate, provided that mitigation measures are considered.

For an environmental intervention, it is required that noise pollution is not excessive during construction, which means that noise from construction sites in nearby buildings with protected areas should not exceed the limit values of noise indicators for devices, and the limit peak values of noise levels as specified in the Decree on Limit Values for Environment Noise Indicators (Official gazette of the Republic of Slovenia, Nos. 105/2005, 34/2008, 109/2009, 62/2010) due to the operation of works machinery and devices should not be exceeded. Overall environmental noise pollution during construction near public transport paths is assessed according to the critical values of noise indicators, and should not exceed the limit values of noise indicators for individual noise-protected areas near construction sites and construction paths. Exceptionally, excessive environmental noise pollution is permitted as temporary or occasional excessive environmental noise pollution, whereby the Client must ensure that the entity causing the noise obtain a permit for temporary or occasional excessive environmental noise pollution prior to its emergence, in accordance with Article 94 of ZVO-1.

The construction machinery to be used on the construction site, which, according to the Technical Requirements for Products and Conformity Assessment Act (Official Gazette of the Republic of Slovenia, No. 17/11 - ZTZPUS-1) and in compliance with the Rules on Noise Emission from Machinery Used Outdoors (Official Gazette of the Republic of Slovenia, No. 106/02, 50/05 and 49/06, hereinafter referred to as the Rules on Machinery Noise) is machinery that is used outdoors must meet the requirements of the above Rules and should not exceed emission sound power levels. If individual machines used outdoors exceed sound power levels during operation, they must be withdrawn from use on the construction site.

During construction, materials should be transported on the public road network only in the daytime between 7 a.m. and 6 p.m., in accordance with time limits. To reduce noise from transport routes, the routes should be as far from residential buildings as possible. The same time limit applies to construction works which cause environmental noise pollution:

- preparatory ground works (excavation, removal, deposition and re-spreading of humus and base material) in the area of the reconstruction in Ormož, Pavlovci and Ivanjkovci,
- excavation and removal of the existing blanket layer, delivery, spreading, anchoring of the new upper structure of the line in the areas of the railway line upgrade
- construction of the overpass of regional road R1-230 in Pavlovci
- reconstruction of the Ptuj and Murska Sobota stations, and, to a smaller extent, the Ivanjkovci, Ljutomer and Hodoš stations
- reconstruction and construction of facilities (electric power sub-stations, platforms, stops)
- reconstruction of the existing railway line facilities
- demolition of residential and commercial buildings,
- arrangement of municipal infrastructure.

To reduce noise from the operation of construction sites, the implementation of full noise barriers is required to protect buildings with protected areas.

Noise barriers must be implemented during operation. The majority of noise barriers are located in the plane of the railway line, except for those in the area of Natašina pot and Anželova ulica in Ptuj, which are located on the embankment above the line. When planning the course and evaluating the effectiveness of noise barriers, a 3.5 m deviation of barrier structures from the line axis was planned, while in DPN, a deviation of 3.3 m was considered. In areas where the barrier runs next to the catenary pillars, this deviation increases up to 5.1 m, and up to 4.7 m in the platform area. Avoiding the catenary pillar structure and signal security and telecommunication devices is usually with distances between 8 and 12 m. By taking into account all the changes, 29 sets of high-absorption noise barriers with a total length of 13,522 m will be implemented, the barriers are between 2 and 3 m high, with a total surface of 34,323.4 m^2. When planning new barriers, foundations for the final barrier height of 4 m must be provided, which will enable the barriers to be upgraded in the case of increased traffic. The minimum required insulation of the noise barriers is DL_R 25 dB. The noise barrier elements should provide A3 sound absorption level – high-absorption barriers (DL_ 8-12 dB). The noise barriers should have full contact with the ground.

All buildings where the assessment shows exceeded critical limit values, and exceeded limit values of noise indicators in the area of the railway line reconstruction in Pavlovci and Ivanjovci are planned for passive protection. Overall, 166 buildings with protected areas (residential buildings, primary schools) are planned for passive protection. Due to the estimated increased noise emissions, additional 47 buildings with protected areas are planned for passive protection according to DPN. The majority of these buildings are located in the area of the settlements of Njiverce, Ptuj, Ljutomer, Lipovci, Dankovci.

Air quality protection (conditions from point II. 2 of the ordering part of this environment protection consent)

In accordance with the Decree on Ambient Air Quality, the area in which the Pragersko–Hodoš railway line runs is classified in the SI1 air pollution area, which is air pollution of level II, in which the level of one or more pollutants (PM_{10} and ozone) is higher than the prescribed limit value and the margin of tolerance. The area of Murska Sobota Municipality is an exception and in accordance with the Decision on the Establishment of Subzones for the Management of Ambient Air Quality (Official Gazette of the Republic of Slovenia, No. 58/2011) is classified as subzone S111 and, because of excessive PM_{10} pollution, is classed as having level I air pollution.

In the existing situation, there is excessive air pollution with ozone in the wider railway line area, and increased air pollution with PM_{10} in areas of denser settlement, which, with the exception of Murska Sobota and probably Ptuj, does not exceed the average annual concentration and number of permitted breaches of the daily limit value.

The results of measurements in 2010 indicate that the average annual concentration of PM_{10} was 30 µg/m3; the limit value was exceeded 52-times, which exceeds the permitted number of breaches (up to 35-times per year). The limit daily concentration of PM_{10} are exclusively exceeded in the period between October and March, i.e. during the heating season. The average annual ozone concentration was 51 µg/m3; the maximum 1-hour concentration was 177 µg/m3, and the maximum 8-hour concentration was 148 µg/m3. Of the remaining larger settlements, air pollution with PM_{10} is estimated as excessive also in the area of Ptuj. At other settlement areas, it is generally deemed that air pollution in the existing situation is moderate. Sources of air pollution in the wider area of the railway line are road traffic, combustion sites and industrial processes. In the wider railway line area, several entities are subject to IPPS which partially emit inorganic compounds from technological processes, and plants for the intensive breeding of poultry, pigs, the processing of municipal biological and animal waste, which are characterised by the emissions of organic compounds and odours.

The Pragersko–Hodoš railway line is not electrified, and thus diesel traction is a source of emissions of pollutants and greenhouse gases. In the estimation of emissions of pollutants, the average values of fuel consumption by individual train types are considered according to the /10/ guidance, which are 219 kg/hour

for traction engines and 54 kg/hour for passenger engines. The length of the Pragersko–Ormož railway line is 40.1 km; the average driving time on this section is 60 minutes for passenger trains and 75 minutes for goods trains. The Ormož–Hodoš section is 68.3 km long; the average driving time is 75 minutes for passenger trains and 105 minutes for goods trains. Based on this data and considering the frequency of transports in 2008, the consumption of diesel fuel estimated for the entire Pragersko–Hodoš section was 4 tons/day for passenger engines and 18.2 tons/day for freight engines. In 2010, 42.315 tons of $C0_2$ equivalent, 113 tons of nitrogen oxides, 10 tons of vaporous organic substances and 3 tons of PM_{10} solid particles were released into the air at the wider road network where construction material will be transported. Direct emissions of PM_{10} particles from emissions comprise about 30% of all PM_{10} emissions; the remainder is the consequence of the resuspension of particles from road surfaces and road wear, brakes and tires. The estimated total emission of PM_{10} particles on the subject road network is 9.7 t/year or 1.1 kg/hour. The major effect of traffic on additional air pollution is on the most affected traffic routes. In the direct vicinity of the G1-2 main road between Kidričevo and Hajdina (10 m from the axis), where traffic density reaches 10,400 vehicles/day, the maximum direct air pollution caused by transport is 25% of the yearly limit value for $N0_2$ and 3% of the yearly limit value for PM_{10}, while within a distance of 50 m from the road axis, the concentration of $N0_2$ reaches 19% of the limit value and the concentration of PM_{10} is 2% of the limit concentration. The annual limit values of concentrations of $N0_2$ and PM_{10} particles (40 pg/m3) in the air are not exceeded for any of the subject traffic route, also when considering the background. When weather conditions are favourable for the dispersion of pollutants, total air pollution along the G1-2 main road may occasionally (maximum 14 times a year) exceed the limit hour value of $N0_2$, while for PM_{10} particles, the limit daily concentration may be exceeded up to 33 times a year. Transport on the existing road network does not cause overburdening of the environment by air pollutants.

The effect of reconstruction on air pollution by dust emissions will be greatest for residential properties located within the area of influence of the transfer of the railway line in Pavlovci and Ivanjkovci, for facilities in the vicinity of reconstructed railway stations (in particular, Ptuj and Murska Sobota) and, to a smaller extent, for facilities in the wider influence area of sub-station construction sites. During reconstruction, air pollution by dust emissions from the area of construction sites and from transport means, as well as by means of exhaust gases from transport and construction machinery, will be increased. The effect of upgrading the line on increased air pollution will be limited in space and time. The construction works that will contribute to additional air pollution during electrification and reconstruction are specified in the explanation part which deals with protection against excessive noise. During the electrification and reconstruction of the railway line, emissions of pollutants (in particular solid particles) will increase occasionally, particularly in the vicinity of larger construction interventions (reconstruction of the railway line in Pavlovci, Ivanjkovci and before Ormož), in the areas of reconstruction of bridging structures and near transport routes leading to reconstruction areas; such increased burdening will be limited to a certain period. Increased emissions of substances into the air will be locally limited to areas situated immediately along the line. The quality of air around construction sites can be significantly affected only by emissions of PM_{10} particles, while emissions of other pollutants will not cause any significant increase in air pollution. The increased air pollution by total solid particles will be limited as a rule to the immediate vicinity of construction sites. Depending on the type of construction works, the proportion of PM_{10} particles in total solid particles from the construction site amounts to 20-35%; these particles are dispersed to the wider area. Emissions of smaller fractions of solid particles will be greatest in the area of open constructions sites.

Emissions caused by the spread and stabilisation of material will be smaller in comparison to transport emissions. The highest emissions of PM_{10} particles from construction sites are expected in the reconstruction area before Ormož and Pavlovci (up to 14 kg/day), while surfaces of other construction sites are smaller, and emissions of PM_{10} particles on these surfaces do not exceed 4 kg/day. By taking into account mitigation measures (regular wetting of construction site area and regular soil stabilisation), emissions of particles from the open construction site may be reduced by 50%. Reconstruction of the railway line in the reconstruction area before Ormož will not take place at once, but in phases of approx. 500 m; therefore, actual dust emission will be only 1/6 of estimated emissions (about 2 kg/day). The emission of PM_{10} particles in the area of upgrading of the line where construction works are performed in sections of 450-550 m long and about 5 m wide, reaches 0.6 kg/day. At all other construction interventions (stations, ENP), emissions of PM_{10} particles will be below 0.5 kg/day.

Emissions of particles from the road surface will increase only in connection areas with construction plateaus and provisional dumping areas; if soil transportation is carried out in an appropriate manner and subject to certain conditions, which includes the cleaning of vehicles and use of canvas covers, the proportion of silt on road surfaces decrease with the distance from construction sites, resulting in lower emissions at longer distances.

Owing to the transportation of material by construction roads, the quantities of PM_{10} emitted will be greatest in the R1-230 area around the construction site in Pavlovci (up to 6.1 kg/day); on all other transport roads leading to construction sites, emissions will vary between 0.5 kg/day in the Murska Sobota area and 0.9 kg/day in the area of the R1-230 regional road through Ormož. The strict implementation of legal and other mitigation measures will result in the reduction of emissions of PM^ particles from construction roads by more than 65% (up to 2.1 kg/day in the area of Pavlovci and less than 0.4 kg/day on all other roads).

The highest emissions of PM-$|_0$ particles into the air will be caused by the transportation by goods vehicles using non-asphalted internal roads within construction sites. The estimated daily frequency of transportation at construction sites is 100 per day (8 vehicles/hour) in the area of transfer of the line and construction of a road bridge on the regional road in Pavlovci, while in other areas, the frequency of transportation within construction sites will be smaller (1-2 transportations per hour). Considering the mitigation measures and the strict implementation of project conditions laid down by this environmental protection consent, emissions of particles from dirt roads at all construction sites will be below 1 kg/day, with the exception of Pavlovci area, where emissions estimated for building across the entire area of the line construction site and building of the regional road at the same time is 8.6 kg/day.

In the reconstruction area of the Ptuj railway station, three facilities are located in the immediate vicinity of the line which were once owned by Slovenske železnice and are now intended as residential buildings. During the reconstruction of the station, these facilities are expected to receive the greatest reduction in air quality. Eight residential buildings are located within the wider 50 m zone. By considering mitigation measures, annual concentrations will be up to 10 M9/ti3, with the highest daily concentration of 17 jg/m3. Additional pollution of other buildings in the wider surroundings with dense population will be lower and, by considering mitigation measures, will not exceed 5 pg/m3 annually. By taking into account the background, which shows air pollution increased by PM_{10} particles in particular during the winter period, the air around the buildings in the immediate vicinity of the construction site will be over-polluted and the impact is estimated as significant. Transportation on the public road network and additional transportation of construction and excavated material during the reconstruction of the Pragersko–Hodoš line will contribute to 47,720 tons/year of $C0_2$ equivalent released into the air, which is 13% higher than in the existing situation. Emissions of nitrogen oxides will reach 140 tons/year, which is 24% more than in the existing situation, and emissions of vaporous organic substances 12 tons/year (pollutant emissions increased by 17%). Direct emissions of PM_{10} particles resulting from transportation by access roads will reach 3.6 tons/year, which according to estimations is a 24% increase over the existing situation. Taking into account the resuspension of particles from road surfaces and road wear, brakes and tires, total emissions of PM_{10} particles on the entire transport network reach 12 tons/year or 1.4 kg/hour according to the estimate. The estimated air pollution around access roads during rail reconstruction is determined on the same sections as for the existing situation: main road G1-2/0393 Kidričevo–Hajdina, where there will be 224 additional transportations by truck per day during reconstruction; main road G1- 2/0250 Spuhlja–Gorišnica with 260 additional transportations; regional road R1-230/1311 Pavlovci–Ormož with 332 additional transportations and R1-232/1316 Martjanci–Murska Sobota with 220 additional transportations by goods vehicles per day.

With regard to the existing situation, emission concentrations of $N0_2$ at a distance of 10 m from the roads' axis will increase near the main road G1-2 by about 0.7 pg/m3, near the regional road R1-230 to Pavlovci by 1.7 H9/m3, and near the regional road R2-232 to Pušenci by 1.5 pg/m3. The increase of emission concentrations of PM_{10} particles with regard to the existing situation will be smaller (up to the maximum of 0.3 pg/m3 annually). The additional transportation of goods vehicles will not cause air pollution along access roads exceeding the limit values of pollutants; the number of admissible breaches of limit concentrations will also not be exceeded. The areas of Murska Sobota and Ptuj are exceptions, since the air is already over-polluted with

PM particles in the existing situation. The effect of additional transportation on air quality during construction has been estimates as moderate, and as high in both densely populated areas.

When electrification is completed, the effect of the operation of the railway line on emissions of substances into the air and on air quality will be insignificant.

Based on Articles 6 and 8 of the *Decree on the prevention and reduction of particulate emissions from construction sites* (Official Gazette of the Republic of Slovenia, No 21/11; hereinafter referred to as: Construction Decree), appliances and construction machinery which have certain dust-removing appliances installed on working apertures, exit points and dust generation points may be used. With a view to prevent emissions of particles (particularly during periods of dry and windy weather), effective cleaning of vehicles must be provided before the exit from construction plateaus, at construction sites and provisional dumping areas in the area of the railway stations at Pragersko, Kidričevo, Ljutomer and Murska Sobota. The volume of transhipment, transposition and storage of bulk which must be covered before or during transportation to or from construction sites must be reduced; the speed of vehicles at the construction site is limited to 10 km/h; internal transport roads at construction sites and open surfaces must be regularly wetted in dry and windy weather. Means of transport and mobile machinery used must be manufactured according to regulations that provide for a limitation of emissions of particles, and according to the indications laid down in Articles 4 and 5 of the Construction Decree. The operation of construction machinery and goods vehicles is restricted to the time needed, and machinery must not be idling.

For the most exposed buildings near the construction plateaus at Ptuj (Rogozniška cesta 15, 21, 29), for the solitary building at Mihovci 63 and for buildings in Pavlovci (Pavlovci 30, 31 and 33), air pollution with PM_{10} particles will also be reduced by raising provisional safety rails or canvases.

Protection against vibrations (conditions in point II. 3 of the operative part of this environmental protection consent) According to the NSP, prior to starting the construction works, preparation works must also include an inventory and documentation of the condition of any eventual damage to all buildings, and monitoring of effects must be carried out during the intervention. For damage that would result from the construction, all necessary remedial actions for the elimination of any eventual damage to buildings will be implemented.

The burdening of the environment with vibrations in the surroundings of the railway line may have two types of effect: on the one hand, low frequency vibrations may damage the foundations of railway constructions (bridges, culverts) and structures of buildings in the direct vicinity of the line, while vibrations in the wider spectral region may disturb residents in buildings along the railway line or cause disturbances to sensitive industrial processes.

The replacement of wood with concrete sleepers will increase track rigidity and consequently vibration emission. However, the quality of running surfaces will improve, which will have a favourable impact on vibration emissions. The anticipated traffic increase will result in a vibration emission that, compared to the present situation, will gradually increase in the future. The anticipated effects are associated with the possible breach of the threshold of vibration detection in nearby residential properties and damage to buildings during reconstruction. The expected burdening of buildings and residents with vibrations does not constitute any direct risk to residents' health or lower the value of their property.

During the electrification, upgrading and reconstruction of the railway line, the burdening with vibrations will be increased in the short term for all buildings directly along the line. However, the expected increased burdening with vibrations will have no permanent consequences. Increased burdening with vibrations during the reconstruction and electrification of the railway line will be locally limited to areas directly along the line; there are no other sources of vibrations in the surroundings. Additional burdening with vibrations during the reconstruction and electrification of the railway line will be limited to buildings nearest to the line. Buildings and residents within a zone up to 10 m from the railway line axis will be subject to burdening for short periods; the additional burdening will not pose any significant risk to the residents' health or the value of their property.

Additional burdening with vibrations of buildings in the direct vicinity of the line in the areas of the reconstruction of the railway line in Pavlovci and Ivanjkovci caused by construction works are the expected effects and estimation of such effects. The nature of vibrations caused by construction works may be impulsive or permanent. Heavy construction machinery and goods vehicles driving on uneven terrain may also be the source of vibrations in these areas. In terms of effects on the burdening of buildings around the construction site with vibrations, machinery that operates in the frequency range over 35 Hz is more suitable, which generally prevents resonance activity in the floor structures of exposed buildings. As the result of upgrading, the burdening of near-by buildings with vibrations caused by machinery used for removing the existing superstructure, soil stabilisation, gravelling, spreading and stabilisation of new railway ballast and placement of new railway sleepers and tracks will increase for short periods.

During works that cause emission of vibrations, such as reconstruction works, foundation of pillars of overhead lines and foundation of anti-noise barriers, works will be limited to between 7 a.m. and 6 p.m.

Protection of flora, fauna and habitat types, protected areas, ecologically important areas and valuable natural features (conditions in point **II. 4** of the operative part of this environmental protection consent**)**

The Dravsko polje area is characterised by oak–hornbeam communities. The area is defined by the flat relief of the Drava floodplain, gravel terraces and a low hilly margin. The Drava flood zone, which is up to 3 km wide between Ptuj and Ormož, is characterised by numerous dead tributaries, dead river branches, depressions with varying levels of standing water, overgrown by hydrophilous vegetation. Along the railway line, agricultural land prevails, overgrown by monocultures, individual groups of trees (Robinia being the most frequent genus) and bushes. Wooded areas appear only exceptionally as small woodland islands. The forest community growing here is oak –spruce and spruce–chestnut. Otter (*Lutra lutra)* is the most frequent mammal potentially present in the treated subsection in the Drava area between Ptuj and Ormož. Groves and areas permanently under water are overgrown by willow-poplar and alder groves, while in drier areas at higher altitudes, there are areas of oak and European white elm, oak and common hornbeam and beech forests.

Between Pavlovci and Ivanjkovci lies the area of Pavlovski stream, where the natural features of a lowland flood stream with a natural riverbed are preserved. The flood features of the watercourse provide conditions for the preservation of vegetation which is characteristic of marsh meadows. Along the riverbed, riverside vegetation occupies a zone 20 m wide, which is dominated by the following tree species: bird cherry, black alder, white willow and European ash.

Fourteen habitat types (HT) have been recorded. HT of Medio-European acidophilous beech forests and Medio- European hygromesophylous lowland grasslands prevail throughout the entire surface of the mapped area, with medium wetter soils with tall oatgrass prevailing (HT 41.11 and 38.222)..

In the present situation, the area of the planned reconstruction of the rail with a surface of 4.8 ha is dominated by two habitat types: terrestrial reed and tall-sedge community. According to the *Decree on habitat types,* mesotrophic marsh meadows and Central European mesotrophic to eutrophic lowland grasslands, which occupy a total area of 2.7 ha of the mapped area, are also highly evaluated.

According to data of the Fisheries Research Institute of Slovenia, several fish species live in Pavlovski stream, as follows: roach, chub, common dace, large spot barbel, bleak, European bitterling and weatherfish. During the sampling of aquatic invertebrates, several specimens of noble crayfish were identified in Pavlovski stream.

Biological diversity at Goričko is abundant, primarily the consequence of the extraordinary variegation and diversity of the landscape and its good preservation, and environment-friendly management. The entire section from Puconci to Hodoš is located in the Krajinski park Goričko Landscape Park. Considering habitat types that are important in Europe and protected within the territory of the European Union under the *Directive on the protection of fauna and flora habitats* (hereinafter referred to as: Habitats Directive), five are at Goričko, outside the forest area, as follows: mesotrophic to eutrophic hay meadows, dry nardus and similar

acidophilous grasslands below the forest line, lowland tall herb communities and oligotrophic marsh meadows with *Molinia coerulea* and similar communities. In the forest area, the habitat type of Illyrian oak –hornbeam forest is present. In the surrounding of streams which are still unregulated, there are wetlands and marsh meadows with some rare butterflies. From this viewpoint, marsh meadows that belong to the habitat type of oligotrophic marsh meadows are the most important. Dry meadows have developed only over small surfaces in the Goričko area, which are already being overgrown and which are classified as Medio-European dry and semi-dry meadows, are even more endangered than wetlands.

In Goričko, 1,043 pteridophytes and spermatophytes occur, which is one third of all Slovenian species; moreover, 96 species that grow here are classified as endangered on the basis of the *Rules on the inclusion of endangered plant and animal species in the Red List* (Official Gazette of the Republic of Slovenia, Nos 82/02, 42/10), which is almost one tenth of all species registered in Goričko. Nine species of mammal of European significance are registered in the intervention area (greater mouse-eared bat, serotine bat, Schreiber's long-fingered bat, common dormouse, European polecat, pine marten, otter and European wildcat), as well as two species of lizard, seven species of amphibian, protected reptiles and others.

Waters and waterside areas are important habitats for amphibians; the Ukrainian brook lamprey and noble crayfish also live in some places. Four species of bat that are also classed as endangered and rare animal species also live in Goričko (lesser horseshoe bat, greater mouse-eared bat, Schreiber's long-fingered bat and western barbastelle).

On the Pragersko-Ormož section, the route crosses two Natura areas: on the Pragersko-Ormož section, Drava SPA and SCI, the route crosses two Natura areas: Mura SPA, Mura SCI and Pavlovski stream SCI (Libanja); on the Puconci-Hodoš section, it crosses Goričko SPA and SCI for almost the entire length of the section.

In the immediate vicinity of the railway line on the Pragersko-Ormož section, the following four protected areas are located: Ormož, grajski park Landscape Park, Ormož, Dob ob izviru Lešnice Landscape Park, Ormož, drevored divjega kostanja ob Kolodvorski cesti pri železniški postaji Landscape Park and Rastišče rakitovca Središče ob Dravi Landscape Park. Two landscape parks are situated directly along the line on the Ormož-Puconci section: Krajinski park ljutomerski ribniki in jeruzalemske gorice Landscape Park and Krajinski park Jeruzalemsko - Ormoške gorice Landscape Park. The railway line crosses Krajinski park Goričko Landscape Park for almost the entire length of the Puconci-Hodoš section.

On the Ormož-Puconci section, the line crosses the proposed protected area of Krajinski park Mura Landscape Park for approx. 1900 m.

On the Pragersko-Ormož section, the railway line directly approaches the following natural values (hereinafter referred to as: NV): Ptujsko jezero (Lake Ptuj), Sejanca – old riverbed, Ormož - dob and Ormoško jezero (Lake Ormož). On the Ormož-Puconci section, the line crosses the following NV: Ivanjkovci – marsh meadows, Mura - dead tributary 4, Mura - meadow 1, Veržej – daffodil site 3 and Mura - river 1. On the Puconci-Hodoš section, the route runs along the Peskovski stream NV over a length of approx. 8000 m. The expected NVs do not appear. The Pragersko-Ormož line section crosses three ecologically significant areas (considering the *Decree on ecologically important areas*, Official Gazette of the Republic of Slovenia, No 48/04), as follows: Dravsko polje EPO, Drava – lower and Strejaci. Between Ormož and Puconci, the line crosses the Libanja and Mura – Radmožanci EPO, and on the section between Puconci and Hodoš, it crosses the Goričko EPO.

The regular maintenance of the railway line includes the removal of vegetation from both sides of the line, which influences the presence of wild animals. This results in a lack of appropriate food within the maintenance zone, as well as cover for birds and other animals that thus stay there only for a short time. Since works associated with the electrification of the line will not extend beyond the area of regular maintenance, no significant effect on animals may be expected. The difference will occur on account of the duration of noise, which will be greater during the entire period of the execution of works. Long-term noise

may have a greater effect on birds during the winter period over areas with larger water surfaces (Drava, Ormoško jezero). In winter, birds are more sensitive to disturbances, since owing to low temperatures, they need more food, which is rather scarce. Reconstructions at Ptuj and Ormož railway stations will not have any greater negative effect on flora and fauna. A greater effect is expected in both areas of the reconstruction of the railway curves in Pavlovci and Ivanjkovci. During the intervention, the existing flora and fauna within the intervention area will be destroyed. The intervention may affect the temporary reduction of populations, particularly of the species that are connected with wetlands and waters. No effect on biological diversity is expected. During the reconstruction in Pavlovci and Ivanjkovci, surface and groundwater may be polluted by motor oil and fuels from construction and transport machinery and by waste water generated during concreting. These negative effects will be prevented by a strict implementation of mitigation measures and of the conditions laid down by this environmental protection consent.

The regulation of streams will have also an indirect effect on land animal species for which riverside vegetation constitutes their habitat. The effect on animals will be mitigated by an appropriate selection of times and methods of construction.
In Ivanjkovci, the intervention will for the most part avoid the stream, but will be executed along it and across the spacious wetland (with the prevailing 55.112 x 53.21 Mainly inland reedbeds x tall-sedge community HT and 37.21x38.222 Mesotrophic marsh meadows x Medio-European mesotrophic to eutrophic lowland grasslands HT). Wetlands are important food and living habitats for water fowl and *Maculinea nausithous* butterflies, which will be affected by loss of habitat.

The planned reconstruction of the railway line in Pavlovci affects priority habitat type 44.1 HT Alluvial forests and 44.33 HT Forests with *Alnus glutinosa* and *Fraxinus excelsior* along slow-running waters. With the reconstruction of the railway connection and regulation of Pavlovski stream, the intervention will also involve highly-evaluated marsh meadows (37.21 x 38.222 Mesotrophic marsh meadows x Medio-European mesotrophic to eutrophic lowland grasslands HT) located in the surroundings of Pavlovski stream in Pavlovci and in Ivanjkovci. In the floral inventory, great burnet (*Sanguisorba officinalis*) has also been identified there, which enables the reproduction and development of highly specialised *Maculinea nausithous* butterflies, which use this plant for their development phase.

With an appropriate implementation of mitigation measures, it is estimated that the effect on habitat types and animal species that use such habitats as living space will be reduced correspondingly. In areas which, with mitigation measures, are planned to replace the destroyed surfaces of highly-evaluated habitat types, hydrological conditions are already suitable in the existing situation and will contribute to the faster and more successful development of replacement habitat types. The surfaces of replacement habitats are similar to the destroyed ones. Favourable conditions in this area will render these surfaces adequate and appropriate replacements for the destroyed surfaces. No intervention in other highly valuated habitat types will take place during the railway line reconstruction.

The anticipated effects of the intervention and estimation during operation foresee a greater possibility of trains colliding with wild animals, at least until the animals become accustomed to the new circumstances. The reconstructions at Ptuj and Ormož will have no greater effect on flora and fauna. The effect on flora and fauna will be greater in the area of both reconstructions of the railway curves on the Ormož–Puconci section. The effect on birds will be significant at Ivanjkovci, since the new line will destroy a large area of wetland (reed beds) which is a potential nesting habitat for some endangered birds (e.g. corn crake, grass warbler, river warbler, sedge warbler, marsh warbler, reed bunting). Soil stabilisation and the building of a railway embankment will result in the partial destruction of some important plant species such as *Sanguisorba officinalis* (food plant for endangered *Maculinea nausithous* butterflies) and HT (*Alno-Pandion*, *Alnion incanae*, *Salicion albae*, marsh meadows, reedbeds). The location of the railway line will reduce the swamp habitat, which is also an important living space for amphibians and otters. The regulation of Pavlovski stream will have a significant effect on aquatic organisms. If the regulation is sustainable, the existing situation will be re-established over a period of years. The effect of reconstruction on birds at Pavlovci will be smaller than at Ivanjkovci.

The mitigation measures implemented during the construction for the Drava and Mura rivers which are wintering areas for water birds require that construction works in an area of 100 km at both sides of the rivers' crossings must be carried out in March and in the July-October period. Felling of tree and shrub vegetation is permitted outside the vegetation or nesting season, which is October to February. Regulations of streams must be executed outside the fish spawning season. Thus, the works in watercourses must not be carried out from 1 March to 30 June. This time restriction applies for carrying out works on the Lahonščica watercourse as well as Pavlovski stream and those of its tributaries that are planned for regulation. The time restriction also applies to the following watercourses (for unnamed watercourses, stationary railway lines are indicated): on the Pragersko–Ormož line:
- km 1+747
- km 3+350 (Črnec)
- km 21+273
- km 22+208 - km 31+615
- km 32+955
- km 33+207
- km 33+353
- km 34+039
- km 34+573 (Sejanca)
- km 34+977
- km 35+445

o Ormož-Hodoš line: - km 1+505
- km 5+984
- km 6+314
- km 6+473
- km 11+482
- km 13+280 - km 14+716
- km 16+020
- km 17+246
- km 18+120
- km 20+326 (Ščavnica)
- km 24+692 (Sirotka)
- km 31+800 (Dobel).

The noble crayfish has been added to the Red List as an endangered species, and it is also indicated in Annexes 1A and 2A of *Decree on protected wild animal species* (Official Gazette of the Republic of Slovenia, Nos 46/04, 109/04, 84/05, 115/07, 96/08 and 36/09); with a view to protecting the species, regulation works on Pavlovski stream and Lahonščica must not be carried out during the period of low flows, skin shedding and high water temperatures, namely during summer months. If possible, as many crayfish specimens as possible must be caught and temporarily removed from the watercourse. When the construction works are concluded, they must be returned to suitably prepared watercourses or moved to areas where the intervention was not executed.

The works' provider must inform the Ormož Fishing Club of the project plan, particularly of interventions where effects on waters are possible in spite of the safety measures taken. Prior to starting construction works on watercourses, the operator must be informed thereof at least 7 days in advance; a visit to the locations must be executed with the operator's representative, and any eventual measures for the protection of aquatic organisms must be agreed upon. If necessary, a fish catch must be executed and fish removed to unaffected parts of the watercourse.

The planning and implementing of works must take into account that no interventions are to be executed in the area between the railway line and the Drava River or the outfall section of Sejanski stream and Pesnica, and that no machinery is moved or construction material deposited in this area (the construction site must be organised at the northern part of the existing railway embankment). Interventions in embankments and the existing waterside vegetation of the embankments of the Drava and Pesnica rivers and Sejanski stream are

not allowed, or must be limited to the extent that no alternative exists. No interventions in the outfall section of Lešnica stream are allowed. Intervention into waters must be limited in space and time. During the implementation of construction works along and in the watercourse, conditions without constant turbidity in the water must be ensured. During the implementation of the intervention, this must not involve intervention in the riverbed of materials which contain dangerous substances; no concreting is permitted in the watercourse, and the outflow of lime or cement mixtures into the water must be prevented. When planning and implementing the works, it must be taken into account that the integrity or correlation of the water space, and thus the option of the transit of aquatic organisms, is maintained.

During operation, a plan for the sustainable regulation of the new Pavlovski stream riverbed must be elaborated, with the participation of a biology expert. The plan should define the method of transfer of the ecosystem, while preserving the appearance, function and biodiversity. Willow and black alder must be planted along the new riverbed. The plan of sustainable regulation must be certified by the Institute of the Republic of Slovenia for Nature Conservation, Maribor regional unit. Regulation of the stream must be planned in such a way that the hydrological/hydraulic conditions of the stream are preserved.

When planning the bridge over Lahonščica and Pavlovski stream, a small berm 1m wide must be foreseen on both sides of the stream to enable the passage of small animals. River bank protections made of stone in concrete must be executed in such a way as to avoid covering stones or rocks on the outside. Cracks are necessary between the rocks to serve as hiding places for aquatic organisms. In the event of interventions in embankments and the waterside vegetation of embankments of the Drava and Pesnica rivers and Sejanski stream, such vegetation should be replaced correspondingly and embankments planted with locally significant indigenous vegetation.

In the area of the old Pavlovski stream riverbed, which will be filled in, and in the area of the old railway embankment, which will be removed, extensive grasslands or land use must be established in the area of the planned new railway embankment and in the area of the planned new Pavlovski stream riverbed (i.e. Mesotrophic marsh meadows and Medio-European mesotrophic to eutrophic lowland grasslands HT). Filling of the stream may be carried out only to the existing land height. The old railway embankment must be removed. The old railway embankment in Ivanjkovci must also be removed and a substitute habitat of Mesotrophic marsh meadows x Central European mesotrophic to eutrophic lowland grasslands HT must be established at the site and in the area between the old and new railway embankments. On the land with lot numbers 53/2, 57, 83/2 and 54, all in the Ivanjkovci cadastral community, a substitute habitat type of predominantly inland reedbeds x tall-sedge community HT must be established. The construction site must be organised from the western side of the planned railway embankment (all access roads must be located on the western side); the construction site must be fenced in the eastern part of the planned new railway embankment, preventing access to the remaining part of natural value. Weed suppression along the line must be carried out by means of plant protection products in accordance with the Plant Protection Products Act (Official Gazette of the Republic of Slovenia, Nos 11/11, 2/204-ZZdrl-A, 37/04, 98/04-UPB1, 14/07, 35/07-UPB2) and, if possible, ecological and biodegradable plant protection products. In the case of subsequent increases in the mortality of birds on any section of the railway line as the result of collisions with cables, the spaces between pillars should be wired with an additional steel braid to which pendant boards with the dimensions 0.5 x 0.5 m should be attached to improve the visibility of electric cables.

Soil protection (conditions in point II. 5 of the operative part of this environmental protection consent)
Soil characteristics and quality vary significantly between sections where the reconstruction works of part of the railway line are planned. Good quality agricultural land is present in the Pavlovci area, while interventions at Ivanjkovci and before Ormož do not affect good quality agricultural land. In the area under investigation, silt loam soil of low acidity is predominant. Considering the content of organic matter in the soil, the soil is rich in humus. The measured sodium values are within expected natural values. As for the measured chemical elements, the measured cadmium and lead contents do not exceed the immission limit value. The measured concentrations of mineral oils do not exceed the immission limit value.
The basic effect of reconstruction interventions on the railway line is estimated through the effect on agricultural activity by soil loss. At the Ormož section, the intervention is also limited by the configuration of

the land to a narrow riverside zone which does not allow for intensive agricultural use. The production capacity of these lands is low; therefore, the effect has been recognised as low. The negative effect on the loss of the natural resource is the most pronounced on the Pavlovci section. On the Ivanjkovci section, the effect of the loss is small. The small negative effect of the loss of good quality agricultural land during reconstruction works on the line increases the establishment of a substitute habitat, which greatly affects arable land with a somewhat greater productive potential than those in the area of the direct reconstruction of the line.

Besides the estimated effect of the loss of good quality agricultural space, other factors which affect the deterioration of the quality of agricultural space or obstruction of agricultural activity are also considered in the total estimation of effects. On heavy clay and silt soils, there is a great risk of damage to the land along the track by trampling or uncontrolled passage to neighbouring land. Another effect which may potentially permanently reduce the productive potential is the unprofessional handling of the fertile soil section. Unprofessional handling occurs through the mixing of fertile and infertile soil sections during the removal of soil and the improper deposition of fertile soil.

In addition to measures to prevent soil contamination, special care should be taken with the correct handling of fertile soils. Removal of soil along the line must be executed in layers of fertile soil. Temporary dumping areas for fertile soil must not exceed 1.5 m; otherwise, owing to the deterioration of the structure and anaerobic processes, basic fertility significantly deteriorates. All soil layers dug out must be deposited separately in accordance with the preliminary recording of the suitability of individual layers of soil types. Here, it is important that usable soil layers are not mixed with dead or inappropriate soil. The fertile soil section must be used for areas of planned soil recultivation and only later for humusing embankments and similar measures. The land recultivation programme must be specified in the implementation project. When planning recultivation works, a correct sequence of horizons must be considered, as they were in the natural state before excavations. It is important that excavation or removal is executed by layers. Soils of heavy texture are highly sensitive to physical or mechanical degradation; therefore, trampling by machinery and transport vehicles on agricultural land outside the transport routes for line construction or other infrastructure must be prevented to the greatest extent possible.

Waste management (conditions in point II. 6 of the operative part of this environmental protection consent) The planned construction will involve a significant quantity of building waste as the consequence of the removal of the existing ballast and stone chippings and sand, and removal of the existing sleepers and tracks, including small fittings for the permanent way. During works, the existing mineral stone chipping from beneath the railway sleepers and tracks must be dug out and replaced with fresh stone chipping. The old stone chipping will be removed and delivered as building waste for recovery to a provider of waste recovery who has obtained an appropriate authorisation for such an activity under procedures **R5, R12** and **R13.** According to the data in the building waste management plan, the quantity of stone chipping within the framework of electrification and reconstruction is estimated at **10,000** m^3; the total quantity with the upgrading of the railway line is estimated at **100,000** m^3 of waste stone material; during the upgrading, another **5.6** million kg of waste iron and steel (tracks and small fittings for the permanent way) and **5.5** million kg of wood (sleepers) will be generated. Waste iron and steel will be recovered in ironworks; useful parts – sleepers and tracks – will be taken over by Slovenske železnice for the needs of reconstruction in other sections.

When carrying out preparatory and construction works on the Pavlovci and Ivanjkovci sections, non-loadbearing material will also be generated in smaller quantities, particularly humus, which will be used for rehabilitation and arrangements within the area (recultivation, arrangement of embankments, etc.). A certain quantity of green waste will also occur on the Pavlovci and Ivanjkovci sections. During the construction, certain means that are classified as hazardous waste will also be applied for various works and the maintenance of construction machinery and goods vehicles. Waste packaging will also be generated. All packaging where dangerous substances are stored are considered dangerous waste. Mixed municipal waste will also be generated at the construction site. During construction, the collection and removal of waste packaging will have to be provided at the construction site area under the *Decree on the management of packaging and packaging waste* (Official gazette of the Republic of Slovenia, Nos 84/2006, 106/06, 110/07

and 67/11 (68/11 corr.)) as well as of special waste generated during the use of construction machinery. During operation, only waste will be generated in the area associated with maintenance.
According to requirements under Article 4 of the *Decree on waste management* (Official Gazette of the Republic of Slovenia, No 103/2011) and *Decree on the management of waste arising from construction work* (Official Gazette of the Republic of Slovenia, No 34/08), construction work providers must enable access to a collector of construction waste with a view to their collection, or to a transport operator for construction waste for the dispatch of waste to a processor or remover of construction waste. The locations of temporary dumping areas for non-loadbearing soil material or humus are foreseen within the NSP. All waste will be collected separately from the dumping area at the construction site until removal, or be transported to authorised collectors by direct loading. The locations of temporary dumping areas for wastes associated with the implementation of the intervention will be organised at individual stations within the framework of the arrangement of the construction site. Waste collection sites will also be used as waste delivery sites. All locations for dumping areas and construction facilities must be foreseen outside the flood area. With a view to safeguarding protected areas and Natura 2000 areas, no wastes or construction materials may be deposited in these areas. During operation, the manager of the railway line must remove wastes generated in the area of trunk of the railway line, which must then be delivered separately according to type to authorised collectors of individual types of waste.**Groundwater protection** (conditions in point II. 7 of the operative part of this environmental protection consent). The estimate of the status of groundwater in the area of the Pragersko-Hodoš railway line is based on data from the groundwater monitoring programme. The chemical status of the groundwater for all aquifers has been estimated as 'bad chemical statuses' on account of unfavourable trends of increased pollution caused by nitrates.

The inseparable interconnection of environmental media, soil and groundwater may result in changes in the soil manifested as changes of conditions in groundwater. No direct effects of the railway line on conditions in groundwater may be expected during construction, since no works are foreseen that would encroach directly on the groundwater body. This is also the case with electrification works. However, indirect effects are expected as a result of additional soil burdening and, consequently, soil leaching by drainage waters; in his case, the implementation of the reconstruction of the railway line before Ormož could be particularly important in the light of consideration of the said effects. During construction and operation, accidents involving the spillage or discharge of dangerous liquids or other materials affect additional soil burdening, as well as changing conditions in groundwater. The Pragersko-Hodoš railway line may also affect conditions in groundwater through the movement of soil, which in the existing situation has already been polluted by dangerous substances, which are in a stable or meta-stable condition.

Considering the established hydrological situation of the groundwater in the area of the Pragersko-Hodoš railway line, the effects of the railway line on conditions in the groundwater may be expected first of all as a result of the use of means for maintaining the railway line. The management of the effects will be possible by appropriately carrying out maintenance works (selection of appropriate means, time and dynamics of application, and quantities) and limiting the application of the means within water protection areas. During interventions on the Pragersko-Hodoš railway line, measures aimed at mitigating or eliminating effects, particularly on groundwater, of additional soil burdening by undesirable substances must be foreseen. With a view to preventing negative effects on groundwater, it is also required, in addition to measures already indicated within the framework of soil protection and waste management, that surfaces within the construction site area in the event of supply by transport vehicles and other machinery be subject to preliminary stabilisation.

Protection of surface waters (conditions in point II. 8 of the operative part of this environmental protection consent) The basic characteristic of surface watercourses of the area under consideration is dependency of the oxygen situation on hydrological conditions and waste substances' load from municipal infrastructure and agricultural holdings. Generally, the conditions worsen during periods of high temperature, and reach anaerobic states on individual sections of water streams. It is estimated that the ecological status of watercourses is variable. A significant characteristic of surface watercourses in the entire area where the Pragersko-Hodoš railway line track runs are pesticide loads. Flood risk reduces in the entire treated area on upstream sections of the railway line, since culverts are in principal bigger and dimensioned to the 100-year

high water with a safety height, which means that low conductivity results in an absence of backwater upstream and, consequently, the water surface is lower. On downstream sections, flood safety is not worsened, since regulation is planned to a minimum extent – the existing situation is preserved over the shortest possible distance.

The electrification and reconstruction of the railway line includes works performed during construction which may cause additional burdening of surface watercourses. On certain sections of the route where the Pragersko-Hodoš railway route crosses water protection zones of water reservoirs of drinking water supply systems, interventions into surface watercourses also cause indirect impacts on conditions in the groundwater.

In carrying out the planned regulations, it should be taken into account that the area of reconstruction of the line in Pavlovci and Ivanjkovci is in a flood area. The maximum expected depths of flood waters are about up to 1 m above ground. The spread of redundant soil material in the flood area in such a manner as to decrease the volume of flood retention or decrease flood risk of littoral land is not permitted. Works must be organised and implemented so as to be concluded in daily kampadas. When the work of the current day is concluded, all construction machinery, equipment and material must be removed from the flood area. In the event of unfavourable weather forecasts or flood forecasts, works must not be executed (except for the most necessary ones to protect open excavations, etc.). Between km 3+000 and 3+200 of the railway line, wood vegetation growing in the area of the abandoned riverbed must be preserved to provide stability or erosion resistance of the filled in section and also be an intermediate zone between the railway line and watercourse. In the implementation of the planned interventions, the provisions of technical regulations in respect of individual fields and results of the programme of monitoring the state of the environment for an individual environmental medium must be respected. The most important measures to limit the effects are laid down as a condition and include requirements in the implementation of construction interventions into the riverbed and embankments of watercourses, which are permitted only to the extent foreseen. They should be executed in such a way as to avoid conditions of constant turbidity in watercourses which may lead to conditions of increased content of materials in suspension. During the implementation of interventions, direct interventions into a riverbed with materials that contain dangerous substances, such as chlorinated organic compounds, toxic metals and other compounds that may change the basic characteristics of water and effect a permanent change in the chemical and ecological status of the river, must be prevented. The spillage of cement and lime mixtures with water must be prevented; therefore, construction machinery must not be washed with water from the river. In the case of the spillage of dangerous liquids, the contaminated material must be examined and mode of action determined. Measures that may also be taken during operation must be respected during regular maintenance work.

Conservation of cultural Landscape (conditions in point II. 9 of the operative part of this environmental protection consent). The appropriate arrangement of the surroundings of the new facility and rehabilitation of degraded areas and points reduce the negative effects of the railway line on the visible environment. During the implementation of interventions, the area must be limited only to the extent foreseen, and such a surface be used also for manipulative purposes (also for temporary dumping areas for upper soil layers and other material); only existing transport roads can be used. The existing vegetation must be preserved to the maximum extent possible and the conditions for smoothly carrying out agricultural activity must be provided; abandoned sections of the line must be recultivated as soon as possible. New plantings are carried out at the bigger interventions into continuous types of vegetation and along new facilities; such plantings relate to the features of the surrounding landscape and indigenous vegetation. It is important that measures for the rehabilitation of the visible consequences of construction are taken as soon as possible, since most rehabilitations involve the planting of vegetation, which requires a certain amount of time to develop fully.

DECISION

On the basis of a review of the entire documentation on the administrative matter, the title authority established that the intervention foreseen is acceptable in terms of the environment impact if the

requirements that arise from the applicable statutory provisions and implementing regulations, and insofar as all project and environmental protection conditions indicated in the operative part of this environmental protection consent are respected and implemented, and all mitigation measures anticipated by the person preparing the Environmental impact report are strictly adhered to. In the event of a change or extension of the scope of an intervention which has already been authorised, executed or is being executed, by being subject to the provisions of the Regulation, a new assessment of the effects on the environment must be performed and a new environmental protection consent be obtained.

Based on the examination of all the documents that the client submitted with the application for the issue of environmental protection consent, it has been established that the client's request for the issue of environmental protection consent can be satisfied, whereby conditions had to be laid down under the third paragraph of Article 61 of ZVO-1 that the client must take into account in order to prevent, reduce or eliminate harmful effects on the environment. Considering that the case under consideration involves construction of facilities according to regulations in the field of the construction of facilities, the conditions indicated in the operative part of this decision, according to the sixth paragraph of Article 61 of ZVO-1, are considered as project conditions under the regulations in the field of the construction of facilities.

V According to the seventh paragraph of Article 61 of ZVO-1, this environmental protection consent shall cease to apply if the holder of the intervention does not start to implement the activity affecting the environment or obtain a building permit within five years of this consent becoming final, if so provided for by the regulations in the field of the construction of facilities. Therefore, the title authority has decided as it results from point III. of the operative part of this environmental protection consent. In the first paragraph of Article 61. a of ZVO-1 it has been decided that if the holder of intervention wishes to change the activity affecting the environment after having obtained the environmental protection consent and prior to obtaining a building permit, where such a permit is prescribed, or prior to starting to implement an activity affecting the environment, if the construction is not subject to regulations in the field of the construction of facilities, the holder shall notify the Ministry of such intended change in writing, proving this by submission of the certificate of the mail sent.

According to the eight paragraph of Article 61 of ZVO-1, this environmental protection consent may be transferred to another person only by consent of the title authority.

EXPLANATION OF ASSESSMENT OF THE EFFECTS OF INTERVENTIONS ON NATURE

An assessment of the acceptability of the activity affecting the environment on protected areas included in the Environmental impact report for electrification, reconstruction and upgrading of the Pragersko–Hodoš railway line was executed for the planned intervention under the *Rules on the assessment of acceptability of impacts caused by the execution of plans and activities affecting nature in protected areas*; with an Appendix for protected areas prepared by the company Aquarius d.o. o. Ljubljana, Cesta Andreja Bitenca 68, 1000 Ljubljana (hereinafter referred to as: Appendix for the assessment of acceptability) under the number 1256-11VO, May 2012.

According to the list of interventions given in Annex 2 of the *Rules on the assessment of acceptability of impacts caused by the execution of plans and activities affecting nature in protected areas*, the intended intervention complies with the said interventions – extension of the railway connection and construction of corresponding railway infrastructure (railway stations, storehouses, terminals, etc.).

According to Article 20 of the *Rules on the assessment of acceptability of impacts caused by the execution of plans and activities affecting nature in protected areas* the actual effect for interventions in respect of which the assessment of the effects on the environment must be performed is established for an area twice as large as the area of the remote effects indicated in Annex II of these Rules, unless it is established on the basis of preliminary findings in the field, detailed data concerning the implementation of the activity affecting the environment and other actual circumstances that the area of remote effects is different. Regarding the *Rules on the assessment of acceptability of impacts caused by the execution of plans and activities affecting nature*

in protected areas;, the area of remote effects for the electrification, reconstruction and upgrading of the Pragersko-Hodoš railway line should be 500 m. Construction of the corresponding railway infrastructure and regulation of the Pavlovski stream are not interventions that must be subject to an assessment of the effects on the environment; in the event of the construction of the corresponding railway infrastructure, the double remote effect would amount to 200 m and 4000 m downstream and upstream for the regulation of watercourses.

The protected areas in the area of remote effect and double remote effect in respect of which an assessment of the effects on the environment must be performed are: Drava SPA, Drava SCI, Goričko SCI, Mura SPA, Mura SCI, Pavlovski stream (Libanja) SCI, Mura - addition SPA, Drava - addition SPA.

Based on the results provided in the *Appendix for the assessment of acceptability*, the title authority established that the effect on protected areas of the intervention which is the subject of the assessment will be acceptable.

According to the provisions of Article 65 of ZVO-1, the title authority must inform the public of the issued environmental protection consent no later than 30 days from the service of the decision to the clients, by publishing this in the manner commonly practised in their local area and on the internet.

According to the fifth paragraph of Article 213 and in connection with Article 118 of the General Administrative Procedure Act (Official Gazette of the Republic of Slovenia, Nos 24/06-ZUP-UPB2, 105/06-ZUS-1, 126/07, 65/08 and 8/10), in the operative part of this decision the costs of the procedure also had to be determined. Considering the fact that no costs were incurred in relation to this procedure, it was decided as deriving from point IV. of the operative part of this environmental protection consent.

Legal caution: An appeal may be lodged against this decision with the Ministry of Agriculture and the Environment, Dunajska 22, Ljubljana, within 15 days from the date of service of this decision. The appeal must be lodged in writing or by oral deposition to be entered in the record with the Slovenian Environment Agency, Vojkova cesta 1b, 1102 Ljubljana. An administrative fee of EUR 18.12 must be paid in respect of the appeal. The administrative fee is paid in cash or electronically or by another applicable means of payment, and an appropriate certificate of payment must be presented.
The administrative fee may be paid the general government revenue sub-account by giving the following data: Administrative fees – national and account number: 0110 0100 0315 637, reference number: 11 23345-7111002- 00435412.

The procedure conducted by:
M.Sc. Petra Ulamec, undersecretary

M.Sc. Inga Turk
Director of the Environment and Nature Protection Office

Annex 1: List of lands for the intervention: electrification, reconstruction and upgrading of the Pragersko-Hodoš railway line
Annex 2: List of lands for the intervention: influence area

To be served to:
Ministry of Infrastructure and Spatial Planning, Langusova 4, 1535 Ljubljana - personally.

Subject to paragraph 9 of Article 61 of ZVO-1, send also to:
Inspectorate of the Republic of Slovenia for Agriculture, Forestry, Food and the Environment, Environment and Nature Inspection Service, Parmova 33, 1000 Ljubljana – by electronic mail (irskgh.mkgp@gov.si).
- Hodoš Municipality, Hodoš 52, 9205 Hodoš
- Šalovci Municipality, Šalovci 162, 9204 Šalovci
Gornji Petrovci Municipality, Gornji Petrovci 31/d, 9203 Gornji Petrovci
Puconci Municipality, Puconci 80, 9201 Puconci
Municipality of Murska Sobota, Kardoševa 2, 9000 Murska Sobota
- Beltinci Municipality, Mladinska ul. 2, 9231 Beltinci Veržej
Municipality, Ul. bratstva in enotnosti 8, 9241 Veržej Ljutomer
Municipality, Vrazova ulica 1, 9240 Ljutomer Ormož
Municipality, Ptujska cesta 6, 2270 Ormož Gorišnica
Municipality, Gorišnica 83 a, 2272 Gorišnica Dornava
Municipality, Dornava 125, 2252 Dornava Municipality of Ptuj,
Mestni trg 1, 2250 Ptuj
Hajdina Municipality, Zgornja Hajdina 45, 2288 Hajdina
Kidričevo Municipality, Ul. Borisa Kraigherja 25, 2325 Kidričevo
Slovenska Bistrica Municipality, Kolodvorska ul. 10, 2310 Slovenska Bistrica.

Annex 1: List of lands intended for electrification and reconstruction of the Pragersko-Hodoš railway line

2661-GAJ
669/2, 669/14, 701/2, 723, 886
435-ŠIKOLE
886/1, 951, 952, 981, 982, *103
434-PONGRCE
490
433-ZGORNJE JABLANE
436
432-SPODNJE JABLANE
951, 1014 430-CIRKOVCE
917
429-DRAGONJA VAS
703
428-MIHOVCE
1137, 1200
427-PLETERJE 891/3, 891/4, 891/6, 891/7
426-ŽUPEČJA VAS
752/1, 752/2, 754, 755/3, 755/4, 756/4, 757/4, 758/3, 891/1
425-LOVRENC NA DRAVSKEM POLJU 1011/94, 1190/1
394-GEREČJA VAS
769/5, 769/6, 769/7, 769/11, 793/2, 794/4, 797/8, 801/11, 801/12, 801/13, 804/4, 823/4, 824/2, 824/6, 825/4, 826/2, 827/4, 855/16, 857/5, 896/5, 896/6, 992/2, 997/4
397-HAJDINA
787/1, 788/1, 789/1, 789/4, 790/1, 791/1, 791/4, 793/1, 793/2, 793/3, 793/4, 794/1, 795/2, 795/8, 795/9, 1138/1, 1138/2, 1141/2, 1145/1, 1145/2, 1145/4, 1145/5, 1160, *277
400-PTUJ
383/30, 383/34, 385, 386, 428/11, 450/1, 450/8, 450/9, 453/2, 453/5, 453/6, 455, 457/1, 3964/2, 3966/19, 4049, 4089/1, 4090/1, 4092/4, 4093, 4094, 4095, 4096, 4098, 4099, 4103, 4112, 4113, 4114, 4115, 4116, 4117, 4124, 4126, 4129, 4130, 4131, 4132/1, 4132/2, 4133, 4134, 4135/1, 4140, 4141, 4142, 4143, 4169/1
388-ROGOZNICA
586/2, 697/2, 786/24, 786/25, 856/3, 884/1, 886/2, 886/7 385-PODVINCI
792/2, 796, 819, 938/1, 939/1, 939/2, 941, 942, 973, 974, 975/1, 975/2, 1082/2, 1085/2, 1085/3, 1085/5, 1085/6, 1085/7, *10/3, *66/4, *142, *143
384-DORNAVA
543, 562, 809/8, 817/4, 817/5, 817/6
383-MEZGOVCI
166/2, 167/2, 168/2, 169/2, 170/4, 170/5, 171/2, 172/2, 173/2, 174/2, 175/1, 175/2, 176/1, 235/1, 235/4, 397/1, 405/2, 406/1, 406/2, 411/2, 411/3, 411/4
407- MOŠKANJCI
274/2, 276/9, 304, 309/1, 309/3, 309/4, 314/3, 314/14, 709/4, 711/1, 782, *75, *76, *134, *135
408- GORIŠNICA 566/43, 743
409- ZAMUŠANI
850/13, 957, 958, 1038, 1039, 1052, 1053, 1054
328-OSLUŠEVCI
7/1, 7/2, 7/3, 18, 27/1, 77, *38
327-PODGORCI
840
329- CVETKOVCI
392/4, 514, 1175/1, 1178/2, 1178/4
330- TRGOVIŠČE
44, 45, 48/1, 92/1, 92/2, 94/2, 99/2, 99/3, 209/1, 210/2, 213, 228/2, 229/3, 229/4, 664/5, 664/6, 667/1, 673/1, 679/7, 692, 693/1

331- VELIKA NEDELJA

35/3, 40/4, 42/1, 43/18, 43/20, 54/3, 64/6, 66/18, 66/20, 816/2, 870/11, 870/16, 870/17, 1029/4, 1063/1, 1063/3, 1063/4, 1063/5, 1063/6, 1297, 1299, 1599, 1600, 1601/2, 1605, 1606, 1607, 1608, 1609, 1686, 1693/2, 1694, 1697/3, 1703/2

332- ORMOŽ

591, 610, 1001, 1002, 1003/1, 1004, 1005, 1006/1, 1006/2, 1007, 1008, 1009, 1010, 1011, 1012/1, 1023/2, 1228, 1235/9, 1265, 1276/2, 1277, 1278, 1279, 1281, 1282, 1283/5, 1284, 1287/4, 1296, 1297, 1302/2, 1307, 1325/1

333- PUŠENCI

27/3, 27/5, 33/3, 33/4, 45/11, 52/1, 53/2, 62/7, 63/4, 78, 89, 96/3, 103/4, 241/5, 242/5, 360/7, 362/1, 363/6, 363/7, 377/4, 378/2, 379/3, 385, 386, 387, 388, 389, 390, 391, 392/1, 392/2, 393, 395, 398/1, *19, *39, *57

317-PAVLOVCI

29/1, 29/2, 151/1, 151/2, 151/3, 151/5, 152, 153/1, 158/1, 158/3, 158/4, 158/5, 159, 160/2, 163/2, 164, 165/1, 165/2, 165/3, 165/4, 166/1, 166/2, 167, 178, 179, 181/2, 182, 185/1, 185/2, 185/3, 185/4, 185/5, 185/6, 185/7, 185/8, 185/9, 188, 190/1, 190/2, 192, 193/1, 193/2, 194, 200/1, 203, 206/1, 206/2, 206/5, 206/6, 206/7, 207/1, 207/2, 207/3, 208/1, 208/2, 208/4, 211/2, 211/6, 211/7, 211/8, 211/9, 212/1, 213/1, 213/2, 214, 216/1, 217/1, 217/2, 221/3, 221/5, 222/1, 222/2, 228/1, 228/2, 229/1, 229/2, 232/1, 232/2, 237/1, 237/2, 237/4, 241/1, 241/5, 241/6, 280/1, 280/3, 280/5, 282/2, 285/1, 285/5, 287, 288, 289/1, 289/2, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, *20, *35

316-LIBANJA

338/4, 473/3, 476/3, 479/2, 479/3, 482/18, 484/15, 732/5, 745/3, 747/1, 755/1, 756/3, 767/1, 776/1, 776/5, 778, 779, 780, 781, 782, 783, 784

298-MIHALOVCI

553/15, 610/14, 623/8, 623/9, 623/10, 623/11, 623/12, 641/1, 641/2, 641/3, 641/4, 642

294- IVANJKOVCI

24/5, 36/6, 36/7, 38/2, 38/3, 53/2, 54/3, 55/6, 55/8, 57/1, 57/2, 57/3, 58/8, 61/11, 61/13, 61/15, 61/17, 61/19, 61/21, 61/23, 61/24, 61/25, 62/3, 62/5, 62/7, 83/2, 83/4, 83/6, 83/8, 257/7, 264/3, 265/3, 265/5, 383/6, 384/4, 384/5, 385, 386/1, 386/2, 386/3, 387, 389/2, 390/2, 391/2, 392/4, 393/3, 394, *83, *84, *85

295- ŽEROVINCI

65/7, 65/9, 68/6, 68/9, 71/7, 80/1, 80/2, 81/2, 82/6, 82/7, 82/8, 82/11, 82/12, 186/2, 186/4, 197/4, 197/5, 198/1, 198/2, 199/2, 205/1, 205/2, 675/1, 675/12, 675/13, 677/2, 677/5, 681, 682, 683, 685

263-MEKOTNJAK

392/3, 392/4, 392/6, 392/8, 392/9, 392/10, 392/11, 392/12, 496/1, 501/1

260-KAMENŠČAK

273/7, 273/8, 275/4, 297, 302/1, 306/4, 321/1, 328/5, 333/10, 703/2, 704/2, 707/4, 716/2, 742/5, 744/5, 755/1, 755/2, 755/3, 757, 758/4, 759, 764

259-LJUTOMER

594/4, 597/4, 600/4, 1280/1, 1368/1, 1499/4, 1507/1, 1509, 1576, 1568/6, 1599/3, 1602/2, 1604/2, 1605/4, 1605/6, 2766/2, 2767/2, 2772/2, 2787/1, 2794, 2795, 2796, 2801, 2803, 2804, 2805, 2806, 2809/1, 2812/1, 2822, 2824, 2830/2, 2831, 2832, 2833, 2837/2, 2849/2, 2856/2, 3175

243- NORŠINCI

63/4, 173/3, 191/1, 194/3, 492/4, 500/12, 500/14, 507/1, 510, 511, 515/3, 519, 520, 521/2, 554/6, 636/1, 640, 733, 734, 813/1, 819/1

244- LUKAVCI

992/1, 994/1, 995/1, 1035/1, 1037/1, 1064

238-KRIŠTANCI

600, 850, 851/1, 852/1, 853

237-GRLAVA

176/3, 205/1, 430/5, 430/7, 440/4, 440/6, 441/3, 443/3, 560/4, 566/3, 577, 579/1, 657/1, 775/1, 1048/2, 1049, 1058/1, 1070/4, 1071, 1081, 1082, 1083, 1084/1

234-VERŽEJ

505/426, 859, 898/131, 1222/1, 1227/1, 1477, 1481

135-IŽAKOVCI

1/2, 3265/2, 3281, 3282, 3287, 3299

244- BRATONCI
209/3, 457/1, 579/2, 727/2, 727/3, 814/4, 815/6, 815/7, 819/2, 924/5, 925/5, 927/2, 928/2, 936/1, 1035/5, 1036/5, 1038/1, 1065/10, 1096/7, 1099/2, 1102/4, 1102/6, 1104/2, 1104/6, 1105/4, 1106/5, 1106/7, 1108/4, 1108/5, 1108/6, 1108/7, 1109/1, 1109/2, 1112/2, 1746, 1778/2, 1839
244- LIPOVCI
908, 1242/3, 2875/1, 2877, 2878/1, 2881/1, 2894, 2897/1, 2897/5, 2899/1, 2913/1, 2926
244- RAKIČAN
1209, 1210, 1245/4, 1245/5, 1872/9, 2199/2, 2202/1, 2202/2, 2202/3, 2202/4
244- MURSKA SOBOTA
1625/1, 1973, 1985/1, 3155/7, 3155/11, 3156/1, 3175/1, 3177, 3198/1, 3198/3, 3198/5, 3202/2, 3203/1, 3205, 3213, 3215, 3217, 3218, 3219, 4601/5, 4609, 5345, 5348/1, 5349/1, 5349/2, 5349/3, 5361/3
109-MARKIŠAVCI
148, 173/2, 174/2, 215/1, 285/2, 286, 287/2
77-PUCONCI
2772/1
60-VANEČA
2063
59-MOŠČANCI
2224
55-DANKOVCI
1881
41-MAČKOVCI
212, 988/12, 1011, 1070, 1264, 1265
244- STANJEVCI
2521, 2528/1, 4699/2, 4721, 4722, 4795
244- GORNJI PETROVCI
3150, 3195, 3196, 3287, 3288, 3290
20-KRIŽEVCI
9057
244- PESKOVCI
2835, 2887
244- ŠALOVCI 7872,7970,
244- 7971 1-HODOŠ
3483

Land plots are provided below with a detailed definition of interventions which are the subject of the environmental impact assessment:

2661-GAJ
669/2, 669/8, 669/13 - passive protection according to DPN
435-ŠIKOLE
886/1, 951, 952, 979, 981, 984 – arrangement of Šikole station and access road 512/4, 638/4, 638/5, 641, 886/2, *67 - passive protection according to DPN
433-ZGORNJE JABLANE
*33, *47, 349/2, 349/3 - passive protection according to DPN
426-ŽUPEČJA VAS
*60, *61, *62, 891/5 - passive protection according to DPN
394-GEREČJA VAS 827/3, 827/6 – pillar no. 137 828/4, 830/4 - pillar no. 242
769/12, 855/16, 901/1, 903/3, 905/2, 907/1, 907/4, 907/6, 997/6, *230, *231, *156 - passive protection according to DPN
397-HAJDINA
1145/1, *111, *279 – arrangement of Hajdina station
793/3, 793/4, 795/2, 795/8, 1138/1, 1138/2, 1145/1 – arrangement of access roads and links to Hajdina station
*111, *236, *259, *307, *335, *405, *416, *447, 621/14, 621/25, 670/7, 746/3, 791/10, 805/33 - passive protection according to DPN

400-PTUJ

4120/4-pillar no. 64 4120/4-pillar no. 64
474, 476, 478/1, 545/21, 548/1, 548/5, 548/6, 1116/1,1116/2, 1116/4, 1117,1120/2, 1121, 1124, 1127/1, 1127/2, 1128/1, 1128/2, 1128/3, 1407, 1452/4, 1458/1, 1458/2, 1495/5, 1497/2, 1497/3, 1497/4, 1497/6, 1497/7, 1503/1, 1667, 1674/1, 1674/2, 1674/3, 1669, 1670, 1692/7, 1803, 2317, 2400/1, 2402, 2409, 2414, 2898/2, 4014/2, 4014/3, 4135/2, 4137 - passive protection according to DPN

388-ROGOZNICA

697/2, 786/24, 786/25, 789/10, 884/1, 886/7

384-DORNAVA

*44/3 - passive protection according to DPN

383-MEZGOVCI

*42 - passive protection according to DPN

MOŠKANJCI

305, 314/1, 314/5, 314/6, 314/7, 314/8, 314/15, *77/1 - NB 16c 273, 276/6, *111, *77/1 - passive protection according to DPN

GORIŠNICA

628/1, 628/2, 748, 749 – arrangement of a culvert, watercourse and embankment

381-TIBOLCI

1113, 1114 - arrangement of a culvert, watercourse and embankment

ZAMUŠANI

858, 859, 861, 862, 1038, 1040, 1058 - arrangement of a culvert, watercourse and embankment 886, 888, 970, 971, 972/1, 1044, 1045, 1062, 1063, 1066 – culvert in km 30+070 *18, 113, 115/4, 115/5, 850/4 - passive protection according to DPN

328- OSLUŠEVCI

*36 - passive protection according to DPN

327-PODGORCI

338/3, 378, 839/1, 840 - culvert in km 32+115, arrangement watercourse and embankment

329- CVETKOVCI

504, 514, 1175/1, 1178/2, 1178/4 - culvert in km 32+115, arrangement embankment and watercourse 392/3 - passive protection according to DPN

330- TRGOVIŠČE

228/2, 229/4, 673/1, 679/7, 692, 693/1 – bridge and arrangement of Sejanca stream 209/1,210/1,210/2, 213, 214/1, 668/2 - culvert in km 34+977 and WM arrangements 48/2, 99/1, 664/7, 664/8, 664/9, 679/7 - culvert in km 35+455 and WM arrangements *71, 212/3, 226, 246 - passive protection according to DPN

331- VELIKA NEDELJA

332- 66/19 – pillar no. 19 and 20
1529-NB 20
1703/1 - culvert in km 36+379 and WM arrangements
35/3, 40/4, 1585, 1591/2, 1591/5, 1705 - culvert in km 36+613 and WM arrangements
850/2, 852/1, 1063/4 - culvert in km 37+776 and WM arrangements
66/9, 1296, 1615, 1590/3 - passive protection according to DPN

333- ORMOŽ

1287/3, 1316/10-pillar no. 37, 39, 41, 43 1002, 1003/1, 1004 - culvert in km 39+832 and WM arrangements 935, 1014/1 - passive protection according to DPN

334- PUŠENCI

75/3, 78, 79/1, 79/2, 89, 378/2, 387, 388, 395, 396 – bridge in km 2+382 and WM arrangements of Pušenski stream
*19, *39, *57, 49/4, 52/2 - passive protection according to DPN

317-PAVLOVCI

160/1, 161, 163/1, 166/1 – link to Pavlovci station
166/1, 166/2, 222/2, 289/1 – Pavlovski stream
185/5, 185/6 – water management arrangements of Kravjek stream
167, 178, 179, 181/2, 182, 280/5, 282/1, 283 – Kravjek stream and gravel field path 282/2 – part of connection to ENP Pavlovci

166/1, 166/2, 185/5, 185/6, 222/2, 289/1 – arrangement of Kravjek stream and Palvovski stream 153/1, 160/1, 162, 229/2, 231/1, 289/1 – arrangement of Palvovski stream and Lahonščica stream *13/2, *29, *36 - passive protection according to DPN

316-LIBANJA

732/3, 732/8, 785 – altitude profile between pillars 90 and 91 482/7, 484/2, 776/1, 779, 780 - bridge over Pavlovski stream and water management arrangements 5, *6, *7, 27, 350/4 - passive protection according to DPN

298-MIHALOVCI

610/3 - passive protection according to DPN

294- IVANJKOVCI

61/10, 61/11, 61/24, 74/2, 265/3, 384/4 – local road 302091 and its links
*6, *83, *86, *94, 20/14, 40, 74/2, 257/6, 258/3, 258/4, 258/7, 262/2, 264/1 - passive protection according to DPN
55/8 - arrangement of Palvovski stream and Lahonščica stream

295- ŽEROVINCI

80/1, 80/2, 81/1, 81/2, 82/6, 82/7, 82/11, 82/12, 186/2, 675/13, 675/14 - arrangement of Palvovski stream *166, 81/1, 82/11, 191/1, 191/2, 238/2, 293/4, 419/3, 434/3, 65/6, 675/5 - passive protection according to DPN

263-MEKOTNJAK

392/1, 392/7, 496/2 - altitude profile between pillars 71 and 72
501/1 - culvert in km 13+543 and WM arrangements
421/4, 421/7 - passive protection according to DPN

260-KAMENŠCAK

418/2-pillar 145 and 146
763/1 - pillar 153
763/1, 742/2 - altitude profile between pillars 153 and 154
609/4, 744/2, 744/4, 608/2, 609/2, 613/1 - altitude profile between pillars 161 and 162
300/2, 333/7, 333/8 - passive protection according to DPN

259-LJUTOMER

3137 - altitude profile between pillars 209 and 210
2844, 409/2, 1302/1 - altitude profile between pillars 229 and 230
2832 – land plot in DPN; however, the intervention partly reaches beyond the border, embankment and rainwater ditch 2808, 2824 – arrangement of Ljutomer town station
179/5, 179/6, 179/7, 179/8, 181/3, 181/4, 1087/2, 1090/2, 1408/1, 1692/1, 1692/2, 2830/1, 2808, 3118, 3172 - passive protection according to DPN

243- NORŠINCI

762 - altitude profile between pillars 5 and 6 813/2-pillar 19
629, 630 - altitude profile between pillars 27 and 28 633, 635, 636/2 - culvert in km 23+011 and WM arrangements 610,611, 612, 618/2, 622 - culvert in km 24+054 and WM arrangements 805 - passive protection according to DPN

244- LUKAVCI

970, 1039, 1040/2, 1041 - culvert in km 24+054 and WM arrangements 992/2, 994/1, 994/2 - culvert in km 24+677 and WM arrangements

238-KRIŠTANCI

603 - altitude profile between pillars 27 and 28 607, 608 - culvert in km 24+054 and WM arrangements 600, 672, 845, 848/2, 849, 851/1, 851/2, 852/2 - - culvert in km 24+677 and WM arrangements 855/2, 858/2, 790/2, 791/2 - passive protection according to DPN

237-GRLAVA 205/2 - pillar 94
1071 – land plot in DPN; however, the intervention partly reaches beyond the border of DPN; embankment of the trunk of the railway line
657/1, 657/2 – culvert in km 24+677 and WM arrangements
579/2, 1047, 1050, 1053/2, 1088 - passive protection according to DPN

234-VERŽEJ

851/3, 865, 866/2, 867, 1227/1 - culvert in km 27+510 and WM arrangements 1227/1, 1227/2 – arrangement of Veržej station and access road 1227/2 - passive protection according to DPN

135-IŽAKOVCI

34, 36, 38, 40, 42, 44, 149, 152, 153 - culvert in km 29+136 and WM arrangements 3283, 3284 - passive protection according to DPN

132- BRATONCI
727/2, 1108/4, 1108/5, 1108/6, 1108/7 - WM arrangements of Dobel stream within framework of constructing a new bridge
133- LIPOVCI
2895 – pillar no. 27 and 29
2901, 2914, 2915 - passive protection according to DPN
104- RAKIČAN
2202/1, 2202/2 – land plots in DPN; however, the intervention partly reaches beyond the border of DPN; embankment and drainage trench
1924 - passive protection according to DPN
105- MURSKA SOBOTA
3203/4, 3210 - altitude profile at pillar no.17 and NB 28 3208 - altitude profile pillar 21
1421/3, 1450/1, 1453/1, 1456/1, 1459/1, 3203/2, 3208 - NB 30 3203/5, 3203/7 – arrangement of Murska Sobota station 3214/1, 3214/2 - ENP Murska Sobota
3203/4, 3209, 3210 – arrangement of the platform, embankment of the track and road at Murska Sobota station
1482/4, 1405/4, 1410/4, 3208 – underpass at Murska Sobota station
1478/2, 1480 – connection of tracks and track points
3204 – embankment of a track
3203/2 - embankment of a track and drainage
3829/2, 3831 - passive protection according to DPN
109-MARKIŠAVCI
285/1 - NB 32
77-PUCONCI
2514, 2530 - altitude profile between pillars 108 and 109 2530 - altitude profile between pillars 82 and 83
1716, 1717, 2512, 2529, 2772/2 - passive protection according to DPN
60-VANEČA
1963 - altitude profile between pillars 142 and 143 2005, 2019, 2020 - passive protection according to DPN
59-MOŠČANCI
2102, 2151 - altitude profile between pillars 195 and 196 2045,2048
55-DANKOVCI 1882-pillar no. 15
1643, 1651, 1656, 1667, 1671 - passive protection according to DPN
41-MAČKOVCI
329, 330, 331, 332, 720, 723, 724, 1078, 1103, 1154, 1156, 1262 - passive protection according to DPN
13-STANJEVCI
2769, 2770, 2779 - passive protection according to DPN
16- PESKOVCI
2817/3, 2845 - altitude profile between pillars 173 and 174
17- ŠALOVCI 7719, 7904.

Annex 2: List of lands for the intervention: influence area

2661-GAJ

669/2, 669/8, 669/13, 669/14, 701/2, 723, 886
435-ŠIKOLE
512/4, 638/4, 638/5, 641, 886/1, 886/2, 951, 952, 979, 981, 982, 984, *67, *103
434-PONGRCE

490
433-ZGORNJE JABLANE

*33, *47, 349/2, 349/3, 436
432-SPODNJE JABLANE 951, 1014
430-CIRKOVCE
917

429-DRAGONJA VAS

703

428-MIHOVCE

1137, 1200

427-PLETERJE

891/3, 891/4, 891/6, 891/7

426-ŽUPEČJA VAS

752/1, 752/2, 754, 755/3, 755/4, 756/4, 757/4, 758/3, 891/1, 891/5, *60, *61, *62

425-LOVRENC NA DRAVSKEM POLJU

1011/94, 1190/1

394-GEREČJA VAS

769/5, 769/6, 769/7, 769/11, 769/12, 793/2, 794/4, 797/8, 801/11, 801/12, 801/13, 804/4, 823/4, 824/2, 824/6, 825/4, 826/2, 827/3, 827/4, 827/6, 828/4, 830/4, 855/16, 857/5, 896/5, 896/6, 901/1, 903/3, 905/2, 907/1, 907/4, 907/6, 992/2, 997/4, 997/6, *230, *231, *156

397-HAJDINA

621/14, 621/25, 670/7, 746/3, 787/1, 788/1, 789/1, 789/4, 790/1, 791/1, 791/4, 791/10, 793/1, 793/2, 793/3, 793/4, 794/1, 795/2, 795/8, 795/9, 805/33, 1138/1, 1138/2, 1141/2, 1145/1, 1145/2, 1145/4, 1145/5, 1160, *111,*279, *277, *236, *259, *307, *335, *405, *416, *447

400-PTUJ

383/30, 383/34, 385, 386, 428/11, 450/1, 450/8, 450/9, 453/2, 453/5, 453/6, 455, 457/1, 474, 476, 478/1, 545/21, 548/1, 548/5, 548/6, 1116/1,1116/2, 1116/4, 1117, 1120/2, 1121, 1124, 1127/1, 1127/2, 1128/1, 1128/2, 1128/3, 1407, 1452/4, 1458/1, 1458/2, 1495/5, 1497/2, 1497/3, 1497/4, 1497/6, 1497/7, 1503/1, 1667, 1674/1, 1674/2, 1674/3, 1669, 1670, 1692/7, 1803, 2317, 2400/1, 2402, 2409, 2414, 2898/2, 3964/2, 3966/19, 4014/2, 4014/3, 4049, 4089/1, 4090/1, 4092/4, 4093, 4094, 4095, 4096, 4098, 4099, 4103, 4112, 4113, 4114, 4115, 4116, 4117, 4120/4, 4124, 4126, 4129, 4130, 4131, 4132/1, 4132/2, 4133, 4134, 4135/1, 4135/2, 4137, 4140, 4141, 4142, 4143, 4169/1

388-ROGOZNICA

586/2, 697/2, 786/24, 786/25, 789/10, 856/3, 884/1, 886/2, 886/7

385-PODVINCI

792/2, 796, 819, 938/1, 939/1, 939/2, 941, 942, 973, 974, 975/1, 975/2, 1082/2, 1085/2, 1085/3, 1085/5, 1085/6, 1085/7, *10/3, *66/4, *142, *143

384-DORNAVA

543, 562, 809/8, 817/4, 817/5, 817/6, *44/3

383-MEZGOVCI

166/2, 167/2, 168/2, 169/2, 170/4, 170/5, 171/2, 172/2, 173/2, 174/2, 175/1, 175/2, 176/1, 235/1, 235/4, 397/1, 405/2, 406/1, 406/2, 411/2, 411/3, 411/4, *42

407- MOŠKANJCI

273, 274/2, 276/6, 276/9, 304, 305, 309/1, 309/3, 309/4, 314/1, 314/3, 314/5, 314/6, 314/7, 314/8, 314/14, 314/15, 709/4, 711/1, 782, *75, *76, *77/1, *111, *134, *135

408- GORIŠNICA

566/43, 628/1, 628/2, 743, 748, 749

381-TIBOLCI

1113,1114

409- ZAMUŠANI

113, 115/4, 115/5, 850/4, 850/13, 858, 859, 861, 862, 886, 888, 957, 958, 970, 971, 972/1, 1038, 1039, 1040, 1044, 1045, 1052, 1053, 1054, 1058, 1062, 1063, 1066, *18

328- OSLUŠEVCI

7/1, 7/2, 7/3, 18, 27/1, 77, *36, *38

327-PODGORCI

338/3, 378, 839/1, 840

329- CVETKOVCI

392/3, 392/4, 504, 514, 1175/1, 1178/2, 1178/4

330- TRGOVIŠČE

44, 45, 48/1, 48/2, 92/1, 92/2, 94/2, 99/1, 99/2, 99/3, 209/1, 210/1, 210/2, 212/3, 213, 214/1, 226, 228/2, 229/3, 229/4, 246, 664/5, 664/6, 664/7, 664/8, 664/9, 667/1, 668/2, 673/1, 679/7, 692, 693/1, *71

331- VELIKA NEDELJA

35/3, 40/4, 42/1, 43/18, 43/20, 54/3, 64/6, 66/9, 66/18, 66/19, 66/20, 816/2, 850/2, 852/1, 870/11, 870/16, 870/17, 1029/4, 1063/1, 1063/3, 1063/4, 1063/5, 1063/6, 1296, 1297, 1299, 1529, 1585, 1590/3, 1591/2, 1591/5, 1599, 1600, 1601/2, 1605, 1606, 1607, 1608, 1609, 1615, 1686, 1693/2, 1694, 1697/3, 1703/1, 1703/2, 1705

332- ORMOŽ

591,610, 935, 1001, 1002, 1003/1, 1004, 1005, 1006/1, 1006/2, 1007, 1008, 1009, 1010, 1011, 1012/1, 1014/1, 1023/2, 1228, 1235/9, 1265, 1276/2, 1277, 1278, 1279, 1281, 1282, 1283/5, 1284, 1287/3, 1287/4, 1296, 1297, 1302/2, 1307, 1316/10, 1325/1

333- PUŠENCI

27/3, 27/5, 33/3, 33/4, 45/11, 49/4, 52/1, 52/2, 53/2, 62/7, 63/4, 75/3, 78, 79/1, 79/2, 89, 96/3, 103/4, 241/5, 242/5, 360/7, 362/1, 363/6, 363/7, 377/4, 378/2, 379/3, 385, 386, 387, 388, 389, 390, 391, 392/1, 392/2, 393, 395, 396, 398/1, *19, *39, *57

317-PAVLOVCI

29/1, 29/2, 151/1, 151/2, 151/3, 151/5, 152, 153/1, 158/1, 158/3, 158/4, 158/5, 159, 160/1, 160/2, 161, 162, 163/1, 163/2, 164, 165/1, 165/2, 165/3, 165/4, 166/1, 166/2, 167, 178, 179, 181/2, 182, 185/1, 185/2, 185/3, 185/4, 185/5, 185/6, 185/7, 185/8, 185/9, 188, 190/1, 190/2, 192, 193/1, 193/2, 194, 200/1, 203, 206/1, 206/2, 206/5, 206/6, 206/7, 207/1, 207/2, 207/3, 208/1, 208/2, 208/4, 211/2, 211/6, 211/7, 211/8, 211/9, 212/1, 213/1, 213/2, 214, 216/1, 217/1, 217/2, 221/3, 221/5, 222/1, 222/2, 228/1, 228/2, 229/1, 229/2, 231/1, 232/1, 232/2, 237/1, 237/2, 237/4, 241/1, 241/5, 241/6, 280/1, 280/3, 280/5, 282/1, 282/2, 283, 285/1, 285/5, 287, 288, 289/1, 289/2, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, *13/2, *20, *29, *35, *36

316-LIBANJA

338/4, 350/4, 473/3, 476/3, 479/2, 479/3, 482/7, 482/18, 484/2, 484/15, 732/3, 732/5, 732/8, 745/3, 747/1, 755/1, 756/3, 767/1, 776/1, 776/5, 778, 779, 780, 781, 782, 783, 784, 785, *5, *6, *7

298-MIHALOVCI

553/15, 610/3, 610/14, 623/8, 623/9, 623/10, 623/11, 623/12, 641/1, 641/2, 641/3, 641/4, 642

294- IVANJKOVCI

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295- ŽEROVINCI

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