

Environmental and Social Data Sheet

Overview

| | | |
|--|--|--|
| Project Name: | RAIL RECONSTRUCTION - NATURAL DISASTER SLOVENIA | |
| Project Number: | 2013-0453 | |
| Country: | Slovenia | |
| Project Description: | Project under F.L. 2012-0504 "Slovenia EU Funds 2007-2013", the project is divided in two components: (i) the modernisation of Divača – Koper railway line and (ii) an emergency project to repair damage to an existing railway line caused by extreme winter weather conditions in early 2014. | |
| EIA required: | no | |
| Project included in Carbon Footprint Exercise ¹ : | yes | |

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

The project is divided in two components: the first component is the modernisation of the existing railway line between Divača – Koper which is almost saturated. This component falls under Annex II of the EIA Directive 2011/92/EU and was screened out for an EIA.

The second component involves emergency repairs to the electrification system on the line section between Ljubljana and Pivka which was damaged as a consequence of exceptional ice formation. This component falls outside the EIA Directive.

The Divača – Koper railway line is partly situated next to NATURA 2000 sites. The Competent Authority gave its opinion that no significant negative impacts are expected on these sites (Natura 2000 declaration).

The project will contribute to sustainable transport by making rail transport more attractive and better placed to face modal competition from road. The project will also enhance safety as level crossings will be improved or removed. The electrification proposed at Koper freight station and the repair of the Ljubljana - Pivka electrification system are expected to contribute to climate change mitigation by reducing CO₂ emissions associated to the use of diesel.

The project is acceptable from an environmental and social perspective.

Environmental and Social Assessment

Environmental Assessment

Major works under the project sections fall under Slovenia's 2007-2013 Operational Program which was subject to an SEA in 2007.

The component for the modernisation works on the Divača -Koper line falls under Annex II of the EIA Directive 2011/92/EU, and therefore the need for an EIA is subject to a screening determination from the Competent Authorities. In a letter dated 25/03/2010 the Competent Authority (Ministry of Environment and Spatial Planning) stated that works foreseen as part of the then current project were not considered to be subject to an EIA procedure and a screening decision was not needed as works fell below national thresholds. The use of

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

thresholds to determine the need for EIA is foreseen under Article 4.3 and developed under Annex III of the EU Directive. Nevertheless, the promoter voluntarily requested the preparation of a detailed report on environmental impacts. The report on environmental impacts concludes that the works at the stations Divača, Hrpelje, Kozina, Koper freight station and electrical substation Dekani will not entail significant changes.

The expected impacts on land, water, flora and fauna, cultural heritage and landscape are acceptable considering the mitigation measures (protection of the ground and the underground water during the construction, protection from immoderate noise). No land acquisition or resettlements are contemplated under this component. The proposed mitigation measures in the EIA study have been incorporated into building permits and will be implemented. The Bank finds the environmental compliance to be appropriate for this component.

Works for the emergency repairs to the electrification system on the line section between Ljubljana and Pivka which was damaged as a consequence of exceptional ice formation fall outside the EIA Directive.

The Divača -Koper line runs in the vicinity of the following Natura 2000 Sites:

- SPA Kras (SI5000023)
- pSCI Kras (SI3000276)
- SPA Skocjanski zatok (SI5000008)
- pSCI Skocjanski zatok (SI3000252)

Several measures have been taken to mitigate potential harmful effects on these sites including: (i) restrictions on the location of works, (ii) restrictions on the timing of tree and shrub clearing (iii) subsequent monitoring on the sites. The Competent Authority stated that no significant negative impacts are expected on these sites (Natura 2000 declaration).

The project will contribute to sustainable transport by making rail transport more attractive and better placed to face modal competition from road. The project will also enhance safety as level crossings will be improved or removed. The electrification proposed at Koper freight station and the repair of the Ljubljana - Pivka electrification system are expected to contribute to climate change mitigation by reducing CO₂ emissions associated to the use of diesel.

EIB Carbon Footprint Exercise

The project is included on the following basis:

- Forecast absolute (gross) third party emissions are 11 000 tonnes of CO₂ equivalent per average operating year; and
- Forecast emissions savings are 54 000 tonnes of CO₂ equivalent per average operating year.

The project boundaries are:

- In the absolute case, the section of railway line between Divača and Koper;
- In the baseline case, both (i) the section of railway line between Divača and Koper; and (ii) the road network between Divača and Koper.

The forecasts in the baseline and absolute cases are based on Services' assumptions about the workload of rail services, energy consumption per train x km and the national grid emission factor. In the baseline case, a portion of emissions from cars and buses is included, equivalent to those trips expected to shift from road to rail in the "with project" case.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.