

## Environmental and Social Data Sheet

### Overview

Project Name:	PRAGERSKO HODOŠ RAILWAY - 1 <sup>ST</sup> & 2 <sup>ND</sup> PHASE
Project Number:	2013-0454
Country:	Slovenia
Project Description:	Project under F.L. 2012-0504 "Slovenia EU Funds 2007-2013", the project involves the modernization of a 109 km long single track between Pragersko and Hodoš.
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	yes

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

The project involves the modernization of a 109 km long single track between Pragersko and Hodoš in Slovenia, part of the Mediterranean Corridor and core railway network.

Phase I involving electrification, reconstruction and upgrade of the line falls under Annex I of Directive 2011/92/EU and was therefore subject to an EIA. Phase II involving removal and modernization of level crossings falls under Annex II of the Directive and was screened out for an EIA. The Competent Authority (CA) considered that there would be no significant cumulative impact of the two phases.

The project is partly situated next to NATURA 2000 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 project is expected to contribute to climate change mitigation by reducing CO<sub>2</sub> emissions due to modal shift and the electrification.

The project is acceptable from an environmental perspective.

### Environmental and Social Assessment

#### Environmental Assessment

The project is included under Slovenia's 2007-2013 Operational Program and the Decree on National Spatial Plan for electrification and reconstruction of the railway line Pragersko-Hodoš. Both of these were subject to a Strategic Environmental Assessment (SEA) in 2007.

Phase I of the project falls under Annex I on the EIA Directive 92/11/EC. An application for the issuance of an Environmental Protection Consent (EPC) was submitted to the Competent Authority in January 2012 supplemented with additional information, including an EIA Report. In October 2012, a final positive decision, EPC, was given by the Authority.

Phase II of the project was treated separately from Phase I in terms of the environmental assessment process as the implementation would not take place simultaneously. The Competent Authority considered that there would be no significant cumulative impacts resulting from the second phase. Phase II falls under Annex II of the EIA Directive. Under the prevailing national legislation, the Phase II works were automatically screened out on the

<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

basis of set criteria established under Annex III of the Directive. However, the CA provided further written explanation that is deemed equivalent to a screening out decision.

The main negative environmental impacts of the project are on flora, fauna and biodiversity, land take, noise and vibration, air quality, soil, waste management ground water, surface water, and landscape during both construction and/or operation. Relevant mitigation measures including improved drainage, noise barriers, etc. have been set as conditions in the Environmental Protection Consent to minimise the impacts.

The Pragersko – Hodoš route runs through the following Natura 2000 sites:

- SPA Goričko (SI5000009) / SCI Goričko (SI3000221)
- SPA Mura (SI5000010) / SCI Mura (SI3000215)
- SPA Drava (SI5000011) / SCI Drava (SI3000220)
- SCI Pavlovski Potok (Libanja) (SI3000142)

The route is also in relatively close proximity to the following Natura 2000 Sites:

- SCI Pragersko – Marsiljka (SI300089)
- SCI Podvinci (SI3000113)
- SCI Velenik (SI3000146)
- SCI Rački Ribniki – Požeg (SI3000257)

The EPC prescribes several measures 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 has an overall positive impact as electrification will give rise to a reduction of emissions on a train km basis. The line's speed increase will encourage a modal shift from road to rail.

### **EIB Carbon Footprint Exercise**

The project is included on the following basis:

- Forecast absolute (gross) third party emissions are 10 000 tonnes of CO<sub>2</sub> equivalent per average operating year; and
- Forecast emissions savings are 21 000 tonnes of CO<sub>2</sub> equivalent per average operating year.

The project boundaries are:

- In the absolute case, the section of railway line between Pragersko and Hodoš, totalling 109 km;
- In the baseline case, both (i) the section of railway line between Pragersko and Hodoš; and (ii) the road network between Pragersko and Hodoš.

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.

### **Public Consultation at Stakeholder Engagement**

Consultation has been performed at the regulated times. The draft decision on the Environmental Protection Consent for phase I was disclosed for public comments, along with the EIA Report, and preliminary design, between 20 August and 20 September 2012. The final Environmental Protection Consent was granted on 9 October 2012. No public comments were received during this period and there have been no comments on the issued consent. The addressed Authority established that there will be no cross-border impacts from the planned intervention.