

## Environmental and Social Data Sheet

### Overview

Project Name:	Roads Modernisation Federation BiH	
Project Number:	2014-0418	
Country:	BOSNIA HERZEGOVINA	
Project Description:	The project consists of several small and mid-sized investments to modernise the roads' network of the Federation of Bosnia and Herzegovina (FBiH) and enhance its road safety performances. It includes the construction of new roads sections and slow lanes, renovation of road pavement, elimination of road safety black spots and improvements to tunnels and bridges on 35 sections of 12 national roads representing a total length of approximately 290 km within the Federation of Bosnia and Herzegovina.	
EIA required:	Yes	
Project included in Carbon Footprint Exercise <sup>1</sup> :	No	

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

If situated in the EU, 2 of the 35 investments composing in the project, consisting of construction of new road sections with less than 4 lanes (i.e.: M17.3 Neum-Stolac and M18 Kladanj-Podpaklenik, Karaula), would fall under Annex II of the EIA Directive 2011/92/EU and therefore be subject to screening on a case-by-case basis. All other investments and safety upgrading would fall outside the scope of Annexes I and II of the EIA Directive and do not require an EIA.

In FBiH the project falls under the Environmental Impact Assessment (EIA) procedure as stipulated by the Law on Environmental Protection and pertaining Regulation of BiH (published in the official gazette FBiH n. 33/03 and 38/09). This procedure encompasses in substance the principles of the relevant EU Directives, such as the EIA Directive 2011/92/EU and SEA Directive 2003/35/EC.

For the construction of the new road section M17.3 Neum-Stolac a preliminary Environmental Impact Assessment (EIA) and a subsequent full Environmental Impact Study (EIS) were prepared and submitted to the Ministry of Environment and Tourism of FBiH in March 2009 and September 2009 respectively. The relevant environmental permit was issued by Ministry of Environment and Tourism of FBiH on 6 May 2010.

For the construction of the new road section M18 Kladanj - Podpaklenik, Karaula a preliminary EIA was prepared and submitted to the Ministry of Environment and Tourism of FBiH in November 2011. Given the limited scope of this investment the Ministry concluded that a development of a full EIS was not required. The content of the preliminary EIA was then regarded as valid for the issuance of the Environmental Permit which was issued by the Ministry on 26 April 2012.

Overall the project has positive impacts in terms of reduction of road accidents, local pollution and vehicle operating costs, thus having general positive effects at macro-level in the short and medium term.

The Project is acceptable for the Bank's financing from a social and environmental point of view subject to the submission, prior to first disbursement, of written confirmation from the relevant authorities that the possible impacts on Nature Conservation sites of the two investments entailing the construction of new road sections (i.e.: M17.3 Neum-Stolac and M18 Kladanj-Podpaklenik, Karaula) have been assessed in compliance with the requirements of the EU Habitat and Birds Directive.

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

## **Environmental and Social Assessment**

### **Strategic Environmental Assessment (SEA Directive)**

The investments for road modernisation and safety enhancements composing the project are not part of a plan or programme as defined in the SEA Directive 2001/42/EC, the SEA Directive is therefore not applicable.

### **Environmental Assessment**

#### Compliance with applicable Environmental legislation

In BiH the project falls under the Environmental Impact Assessment (EIA) procedure as stipulated by the national Law on Environmental Protection and pertaining Regulations (published in the official gazette FBiH n. 33/03 and 38/09). This procedure encompasses in substance the principles of the relevant EU Directives, such as the EIA Directive 2011/92/EU and SEA Directive 2003/35/EC.

Since 2002/2003 BiH has adopted a set of environmental laws. These are the Law on Environmental Protection; the Law on Waste Management; the Law on Air Protection; the Law on Water Management; the Law on Nature Protection; and, the Law on the Environment Fund. These environmental protection laws are prepared in accordance with the most important environmental EU Directive and represent the legal framework for the protection of the environment, setting forth basic principles of the protection, defining terms and basic notions and identifying authorities responsible for policy implementation. They also lay down basic rules for drafting specific measures for implementation of environmental protection policies, environment conservation and improvement. In so far as it has been adopted and implemented, the current legal framework on environmental protection in BiH is adequate in terms of EU rules.

#### Environmental Impacts and their mitigation

The main environmental risks associated with the Project are linked to the execution of the two investments entailing the construction of new road sections and consist in:

- emissions into the air;
- emissions into the water;
- noise;
- construction and other waste disposal;
- impacts on the flora and fauna;
- impacts of construction works and emissions on the landscape, soil in the vicinity of the construction site.

A number of mitigation measures have been specified in order to reduce the environmental risks and mitigate the residual impacts of the Project for these two investments. They include fair compensation in cases of land acquisition, use of oil separators and water filtration devices, noise protection walls, adequate materials, waste management as well as monitoring measures for air quality, water and noise emissions.

The environmental impacts for all other investments included in the project are expected to be minimal. The works on the carriageway will have some impacts on disruption of traffic flows. Accordingly standard mitigation measures are to be utilised during the construction as necessary to accommodate safely the traffic flow.

Given their locations and natures, the residual impact of the project on landscape is considered acceptable.

#### Nature Conservation

The most important protected area in proximity of the project is the site of Hutovo Blato, included in the RAMSAR List of Wetlands of International Importance and located approximately 2.5 km away from the new road section M17.3 Neum-Stolac.

The EIA and environmental studies conducted indicate that the project will have no direct impact on this site; however, some indirect impacts are potentially possible in terms of increased concentration of pollutants, resulting from the combined effect of increased traffic and influence of winds that typically blow in the area.

A relevant number of specific mitigation and monitoring measures have been envisaged during construction and operation of the new road section M17.3 Neum-Stolac. These are listed in the environmental permit issued by the Federal Ministry of Environment and tourism and shall constitute a condition for its validity.

Other sites or protected area, such as caves with rich flora and fauna are all located outside the the zone of impact of the investments composing the project and will not be affected by any direct or indirect impact.

A written confirmation from the relevant authorities that the possible impacts on Nature Conservation sites of the two investments entailing the construction of new road sections (i.e.: M17.3 Neum-Stolac and M18 Kladanj-Podpaklenik, Karaula) have been assessed in compliance with the requirements of the EU Habitat and Birds Directive is yet to be provided. The finance contract will include a disbursement condition in this respect.

## **Social Assessment**

Given that the project involves multiple investments generally expected to be performed within the existing rights of way, potential social impacts are likely to be minor and temporary. The project has not been subject to a separate Social Impact Assessment. No resettlements are expected during the implementation of the investments composing the project. Land expropriation for one of the two investments entailing construction of new roads sections (i.e.: M18 Kladanj – Podpaklenik) has already been completed at the moment of appraisal.

## **Public Consultation and Stakeholder Engagement, where required**

The Environmental Impact Study for the construction of the new road section M17.3 Neum-Stolac was made available for inspection to the public at the premises of the Federal Ministry of Environment and Tourism in Sarajevo and on the web page of the Ministry on 21 December 2009. Public consultations for the project were held in the municipalities of Neum and Stolac on the 12 and 13 January 2010 respectively. Participation of public brought valuable comments and suggestions that were integrated in the evaluation of the Environmental Impact Study.

For the construction of the new road section M18 Kladanj –Podpaklenik, the Federal Ministry of Environment and Tourism informed the public about the planned activities through the web page of the Ministry in 2011. Given its limited scope and impacts, public consultations for this second investment were not deemed necessary.

All other investments composing the project consisting in adding slow lanes, renovation of road pavement, elimination of road safety black spots and improvements to tunnels and bridges do not require public consultations.