

## Environmental and Social Data Sheet

### Overview

Project Name:	RAILWAY DUGO SELO-KRIZEVCI REHABILITATION
Project Number:	2014-0470
Country:	Croatia
Project Description:	The project (a major project allocation under the Croatian "Co-financing EU IPA ISPA 2007-2011" SPL) encompasses the reconstruction of some 38 km of railway infrastructure between Dugo Selo and Krizevci and the construction of a parallel second track.
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 falls within Annex I of the EIA Directive and was therefore subject to an EIA. The EIA Decision for the project was issued in 2005 by the Ministry of Environmental Protection, Physical Planning and Construction (MEPPPC). The original scope was modified twice, the first modification concerned the replacement of level crossings with overpasses and the second the inclusion of the reconstruction of Dugo Selo station. For these modifications, the opinion of the MEPPPC regarding the compliance of the project with the original Decision of 2005 was obtained in 2009 and 2010, respectively.

The closest NATURA 2000 site is situated at 3.5 km from the project alignment. The Competent Authority stated that no significant negative impacts are expected on these sites (Natura 2000 declaration Form A).

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.

The project is acceptable from an environmental perspective.

### Environmental and Social Assessment

#### Legal Framework

Croatia has transposed EU environmental legislation into national legislation, in line with the relevant EU Directives, the EIA Directive 2011/92/EU, the SEA Directive 2001/42/EC and the Habitats 92/43/EC and Birds Directives 2009/147/EC.

#### Environmental Assessment

The project encompasses the rehabilitation of some 38 km of railway infrastructure between Dugo Selo and Krizevci and the construction of a parallel second track. In some of the sections, the alignment will be improved to allow for higher speeds. The project is located in the Mediterranean Corridor of the core TEN-T railway network between Zagreb and Budapest.

<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.

The project is included under Croatia's Operational Programme Competitiveness and Cohesion 2014 – 2020 (phased from OPT 2007-2013) and the Transport Development Strategy of the Republic of Croatia 2014-2030. Both of these were subject to a Strategic Environmental Assessment (SEA).

The project falls within Annex I of the EIA Directive and was therefore subject to an EIA. The EIA Decision for the project was issued on 8 November 2005 by the Ministry of Environmental Protection, Physical Planning and Construction (MEPPPC). The project was modified twice. The first modification to the design concerned the replacement of all level crossings with overpasses (in line with the environmental protection measures included in the resolution of 8 November 2005). The second modification was the extension of the scope of the project in 2010 to include the reconstruction of Dugo Selo station. For these modifications, the opinion of the MEPPPC was obtained regarding the compliance with the original assessment.

The main identified negative environmental impacts of the project include noise, water, air pollution, agricultural land take (120 ha), house expropriation, severance and visual intrusion (noise barriers). It is recognised that the majority of impacts will be experienced during the construction period. Relevant mitigation measures were outlined in the EIA report and set as conditions in the EIA Decision. This included Environmental Protection Measures during preparation, construction, and operation of the works and an Environmental Monitoring Programme for water quality and noise to minimise the impacts.

The project does not run through any Natura 2000 sites. The closest sites are the following:

- SPA Sava kod Hrušćice (HR1000002) located 3.5 km south-west of the project;
- SPA Bilogora i Kalničko gorje (HR1000008) located 4.5 km north-east of the project;
- SPA Turapolje (HR1000003) located 6 km south-west of the project;
- pSCI Sava nizvodno od Hrušćice (HR2001311) located 6 km south-west of the project;
- pSCI Varoški Lug (HR2000444) located 7 km south of the project;
- SPA Ribnjaci uz Česmu (HR1000009) located 8 km east of the project.

The Competent Authority stated that no significant negative impacts are expected on these sites (Natura 2000 declaration Form A).

The project has an overall positive impact as the speed increase on the line 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 13,600 tonnes of CO<sub>2</sub> equivalent per average operating year; and
- Forecast emissions savings are 26,000 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 Dugo Selo and Krizevci, totalling 38 km;
- In the baseline case, both (i) the section of railway line between Dugo Selo and Krizevci; and (ii) the road network between Dugo Selo and Krizevci.

The forecasts in the baseline and absolute cases are based on the Bank 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, buses and freight 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**

The EIA Report was subject to appropriate public review between February and March 2005, particularly in the cities of Vrbovec, Dugo Selo and Križevci where there were also public hearings. During the public review procedure, several proposals to change the design were received and incorporated to the project.