Luxembourg, 21 November 2016

Environmental and Social Data Sheet

Overview

Project Name:	MONTENEGRO RAILWAYS III
Project Number:	2015-0811
Country:	Montenegro
Project Description:	Rehabilitation of railway infrastructure along the main North-South trunk line crossing Montenegro (extended core TEN-T, Orient/East Mediterranean Corridor)
EIA required:	Multi-investment project, requirements vary
Project included in Carbon Footprint Exercise[1]:	No

Environmental and Social Assessment

The project consists of approximately 90 relatively small schemes, all of them related to rehabilitation and modernisation of the existing Vrbnica – Bar railway line. In particular the works will consist of:

(i) modernisation of signalling at the major junction of Podgorica;

(ii) rehabilitation of 6 slopes;

(iii) rehabilitation of 29 concrete bridges; and

(iv) rehabilitation of around 20 tunnels.

The schemes included in the project will be implemented within the existing right of way, and the overall land acquisition for the project will be limited, if any.

Combined with the existing technical assistance for project preparation and works supervision contracts to be put in place, the environmental capacity of the Promoter is adequate for the project.

Concerning the need for an Environmental Impact Assessment (EIA), the requirements in the Montenegro law are essentially as those in the EU law; and the different components of the project are subject to screening by the Competent Authority.

Modernisation of signalling and rehabilitation of slopes have been screened out by the Competent Authority, therefore no EIA is necessary for them.

The Promoter will lodge with the Competent Authority a request for the screening concerning the need of an EIA for the rehabilitation of bridges and tunnels components as well as concerning the need for an assessment of potential impact on nature protected sites for the four components of the project.

Concerning the nature protected sites, the railway line runs through the entire country from North to South and intersects or is adjacent to some sites, in particular, Skadar lake national park, Tara river basin and Komovi regional park.

The Competent Authority concluded that modernisation of signalling and rehabilitation of slopes components are not likely to have any significant impact on the protected sites.

[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.

Without prejudice to the conclusions of the remaining screening processes and, where necessary, assessments, due to the nature of the works, only minor adverse residual effects on the environment are expected in the construction phase. There may be small disturbances to the environment and nuisances to passengers and track side dwellers, mostly related to dust and noise emissions. The usual mitigation measures during the construction phase, such as appropriate waste collection and avoiding use of heavy machinery during the breeding seasons, are likely to be sufficient for avoiding any unacceptable impacts.

The minor residual negative impacts of the project during the construction phase are likely to be limited and offset by the expected improvement of reliability, efficiency and safety of the railway services and the consequent contribution to preventing a modal shift towards road.

Conclusions and Recommendations

Prior to disbursement of funds for bridges and tunnel rehabilitation schemes, the Promoter will be required to submit evidence of the completion of the corresponding environmental consent procedures, including in relation to the potential impacts on the nature conservation sites.

Overall, the project will result in environmental benefits and is acceptable from the environmental perspective.