

Environmental and Social Data Sheet

Overview

Project Name:	CORRIDOR VC MOSTAR SOUTH
Project Number:	20150773
Country:	Bosnia and Herzegovina
Project Description:	The project consists in the construction of a new 20.9 km long tolled motorway with design speed of 120 km/h, 2x2 lanes and separate 9.20 m wide carriageways, including a 2.6 km long twin tunnel and ancillary structures between Mostar South and Pocitelj in the south of Bosnia and Herzegovina.
EIA required:	YES
Project included in Carbon Footprint Exercise ¹ :	NO

Environmental and Social Assessment

Environmental Assessment

If located in the EU, the Project, consisting in the construction of a green-field motorway, would fall under Annex I of the EIA Directive 2011/92/EU and therefore require a full EIA including public consultations. 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. In so far as it has been adopted and implemented, the current legal framework on environmental protection in FBiH is adequate in terms of compliance with EU rules.

The potential environmental impacts of the new motorway over the full length of the Corridor Vc on the territory of Bosnia and Herzegovina have been assessed in four Environmental Impact Studies (EIS) related to four distinct macro-sections of the Corridor. The Project under consideration pertains to the EIS for the Lot 4 between Mostar North and the Southern Border with Croatia, which was developed in accordance with FBiH Law on Environment n. 33/03 in September 2006 and was approved after public consultations by the Federal Ministry of Environment and Tourism on the 19/09/2007.

The main environmental risks for the project identified in this EIS are related to the potential pollution of soil and water (i.e.: river Neretva) during the construction phase, especially the impacts of construction on underground waterways and rivers in the area belonging to the High karst of Exterior Dinaric Alps, whereas the main negative residual impacts after completion are linked to the potential increase in air pollution and noise resulting from traffic as well as changes in land use, visual alteration of the landscape and severance of land.

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.

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The EIS conducted in 2006 however did not contain indications on the treatment of the excavated materials, locations of discharge areas and impact of tunnelling operations related to the execution of the 2.6 km long Tunnel Kvanj included in the project. The promoter will be required to provide an updated EIS detailing the environmental impacts, the mitigation and compensation measures for the tunnelling operations included in the project as well as their possible cumulative effects with other projects already executed or approved in the area after 2006.

Nature Conservation

The assessment of the possible impacts on the Nature Conservation sites located in the area was finalised by the Ministry of Environment and Tourism of the FBiH in April 2016. This assessment was however, based on the review of the EIS prepared in April 2006, which might contain outdated information particularly with respect to the assessment of impacts on Nature Conservation sites identified after 2006. The finance contract will include a condition requesting the promoter to provide an updated written confirmation in compliance with the requirements of the EU Habitat (92/43/EEC) and Birds (79/409/EEC) Directive, regarding the effects of the project on Nature Conservation sites identified after 2006 and potential future sites in the area of the project corridor.

Social Assessment

A general Resettlement Policy Framework has been developed for the entire Corridor Vc according to EBRD's requirements. The project entails expropriation of private land and houses as well as involuntary resettlements. A detailed Resettlement Action Plans (RAP) for the project is still to be developed at the moment of appraisal. The finance contract will include a disbursement condition requesting the promoter to develop and provide a detailed Resettlement Action Plan (RAP) for each subsection composing the 21 km long road project between Mostar South and Pocitelj.

Public Consultation and Stakeholder Engagement

The EIA documentation pertaining to the Corridor Vc was made available to the public on the 27.06.2006, public consultations were held on the 26 and 31 October 2006. The material was distributed to the stakeholders and/or interested parties determined by the Federal Ministry of Environment and Tourism; public consultations were organized in residential districts nearest to the location of the Project; the public was informed on the activities through the media and through the announcements on local communities' notice-boards. Participation of public brought comments and suggestions that were integrated within the Environmental Impact Study for each LOT respectively and are summarized in the Public Consultation & Disclosure Plan and published on the Promoter's web site:

<http://mkt.gov.ba/doc/default.aspx?id=1069&langTag=bs-BA>

The new road is located in proximity of a politically and socially instable area near to the city of Mostar. The project's design has suffered some delays because of concerns and objections about the chosen road alignment expressed by local communities, NGOs and Municipalities. Although the final road alignment for the entire corridor Vc was approved by the Parliament in February 2017, a petition to reconsider the road alignment in the area south of Mostar had been presented by the local residents in 2016. At the date of appraisal discussions are still ongoing between stakeholders and local communities. This may result in the late delivery or blockage of one or more subsections of the project that would strongly affect the functionality of the entire project preventing its use as a direct road link between Pocitelj and Mostar. This risk will be mitigated through adequate disbursement conditions.

Conclusions and Recommendations

From an environmental and social standpoint the Project is acceptable for Bank's financing subject to the submission, prior to first disbursement, of:

- An updated EIA study detailing the environmental impacts and associated mitigation/compensation measures regarding the tunnelling operations included in the project and their possible cumulative effects with other projects already executed or approved in the area after 2006.
- An updated written confirmation (equivalent of Form A or B) from the relevant authorities that the possible impacts of the Project on Nature Conservation Sites have been assessed in compliance with the requirements of the EU Habitat (92/43/EEC) and Birds (79/409/EEC) Directive. This shall include the assessments of impacts on identified potential future Natura 2000 sites in the area of the project.
- A Resettlement Action Plan for each subsection composing the 21 km long road project between Mostar South and Pocitelj.
- Evidence, in a form satisfactory to the Bank, that the three subsections composing the project have a status of maturity of their design, approvals, land expropriation and acceptance from local communities compatible with a date of completion that allows the use of the project as a direct road link between Pocitelj and Mostar.