

Environmental and Social Data Sheet

Overview

Project Name:	RAILWAY REHABILITATION VINKOVCI-BORDER
Project Number:	2011 0440
Country:	Croatia
Project Description:	<i>The project is part of the Croatian IPA programme 2007-2011, and comprises the rehabilitation/reconstruction of the railway line section (33.5 Km) between Vinkovci and the Serbian border. This section is integral part of the Pan European Corridor X, which is of high importance for both the Republic of Croatia and the EU. This section was severely damage during the war. Although enough repairs were done afterwards to maintain the line open for operation, the quality is too low and the technology outdated so that the operation of trains is very restricted and unsafe. The project shall allow safe, reliable and fast traffic of freight and passenger trains on a high quality infrastructure in line with the AGC and AGTC agreements as well as with the EU TSI</i>
EIA required:	YES. The Project falls under Annex II of EIA Directive and the Competent Authority opted for a full EIA.
Project included in Carbon Footprint Exercise ¹ :	NO
(Details are provided in section: "Carbon Footprint")	

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

Croatia as an accession country is finalising the transposition of all the relevant EU Directives, including those on environment. EU EIA and SEA Directives have already been fully transposed.

The Project forms part of the structural programme Loan operation (Serapis No. 2010-0280) co-financing the EU IPA ISPA Programme 2007-2011, and ISPA 2005/2005 HR 16 P PT 001, which did not require an SEA.

The Project falls under Annex II of the EU EIA Directive and the Competent Authority opted for a full EIA including public consultation.

The project does not impact on any nature conservation area, as indicated in the declaration received by the Bank.

The project is expected to have some limited adverse impacts during construction as it consists of a rehabilitation/reconstruction, but on the other side during operation it is expected to have some positive effects thanks to the promotion of the usage of rail-based public transport instead of private cars and trucks for freight.

In view of the above findings, the project is acceptable for the Bank's financing.

Environmental and Social Assessment

Environmental Assessment

Competent authorities for the project are the Ministry of Culture, Nature protection directorate and the Ministry of Environmental Protection, Physical Planning and Construction.

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.

The project falls under Annex II of the EIA Directive 85/337/EEC as amended by Directives 97/11/EC and 2003/35/EC. The project may therefore be subject to an EIA, depending upon the decision of a screening procedure carried out on the basis of the criteria specified in annex III of the Directive, determined by the competent authorities. In this case, the Competent Authority opted for a full EIA including public consultation.

According to Article 8, paragraph 4 of the Financing Memorandum with the EC, a second instalment of the advance payment is conditional upon the Final Beneficiary's demonstration that the environmental assessment procedure is in full compliance with the requirements of Directive 85/337/EC as amended by Directive 97/11/EC and Directive 2003/35/EC particularly in relation to public consultations.

The certificate, issued by the competent authority, together with the Decision and EIA summary was submitted to EC services on 6 June 2008 in order to demonstrate that the condition under Article 8, paragraph 4 of the Financing Memorandum has been fulfilled. In its letter dated 17 July 2008 DG REGIO, after consulting DG ENVIRONMENT, confirmed that the information provided was accepted as a proof that Article 8, Condition 4 is fulfilled and the related funds were disbursed.

Environmental Impact Assessment procedure– milestones:

n.	action	date
1	1st session of The Commission for environmental impact assessment	26.06.2007.
2	Advertisement in daily newspaper ("Glas Slavonije") announcing Public Access to the environmental impact study	19.07.2007.
3	Starting date of the public access (through exhibition of the complete Study and three summaries of the Study in period of 14 days to the City of Vinkovci and the municipalities of Stari Jankovci and Tovarnik)	26.07.2007.
4	Submitted Remark from Tovarnik, one of Locations of Public Access	01.08.2007.
5	Public debate in the City of Vinkovci (no remarks)	07.08.2007.
6	End date of the public access	09.08.2007.
7	Submission of the report on the implemented Public Access and Public Hearing of the Environmental Impact Study	13.08.2007.
8	Decision on environmentally acceptability of the project made by the MEPPPC (environmental impact assessment of the intervention)	25.02.2008.
9	Request of Environmental Impact Assessment (necessary to the purpose of use of the second instalment of the advance payment of ISPA funds for the project in subject, pursuant to Article 8, Item 4 of Financing Memorandum)	09.04.2008.
10	Certificate for the implemented environmental impact assessment related with the project (MEPPPC)	21.04.2008.

Main expected impacts and mitigation measures

- At design stage best practice solutions have been identified in order to minimise land occupancy and visual intrusion, together with impacts during operation such as noise and vibration. These include the definition of a proper green belt along the railway to decrease the negative visual impact from the railway itself brought about by the embankments. The green belt will act at the same time as a noise barrier, representing a joint landscape-noise mitigation measure. Special attention shall be paid to create the green belt near housing facilities and settlements in Mirkovci and Jankovci. The belt shall be composed only of autochthonous species from the project area. Concerning noise, it is necessary to calculate level of noise for legally constructed houses jeopardised by noise exceeding 65 dB (daytime) or 50 dB (nighttimes). Houses requiring noise protection have been identified in different sections. For those sections, specific barriers shall be designed and implemented. These measures are complemented by specific monitoring requirements for noise measurements and final tailoring of noise barriers. Design shall include also the

proper definition of works organisation including areas for trucks parkings, waste management, etc.

- During construction main impacts derive from waste material resulting from digging out the existing ballast bed up to the newly designed elevation of the track formation ground, which should be deposited exclusively within specifically chosen sites for temporary storage of construction waste, to prevent potential spreading of damaging adventive species such as amorphous or wormwood like kind of plant to new locations. Same for all civil engineering materials left over in general terms. 3. Dispose of non-hazardous and hazardous waste shall be done according to the best technical practice and legal requirements. Waste shall be transported immediately to a specifically designed temporary deposit area(s) in the wait for their final destiny. Traffic shall be adequately organised in order to ensure traffic safety and protection of workers, especially when dangerous goods are transported. This is particularly relevant when construction traffic with heavy equipment crosses agricultural areas – this situation should be avoided as much as possible, to avoid damaging agricultural surfaces and the associated network of canals - where this is unavoidable restoration measures shall be implemented in close contact with farmers. Traffic organisation shall include a contingency plan in case of accidents/ spills to reduce soil and water pollution at the minimum. Works shall be executed during daytime only. Only when it is really necessary works can be performed during evening hours or at night. In the case of discovering of an archaeological site works will be stopped, the competent authority informed in order to take adequate protection measures.
- Fauna and flora (including those environmentally sensitive areas which might fall in future under the protection of the Birds (79/409/EEC) and Habitats (92/43/EEC) Directives: a small section of Vinkovci – Jankovci runs parallel to some woodland and crosses a limited portion of an E31 Habitat (Illyrian oak-hornbeam forests Erythronio – carpinion, Natura 2000 code: 91Lo). A specific section of the EIA explores in more detail this situation. At present the railway in that section does not generate significant impacts upon the natural environment and is operational since more than 100 years, therefore it is possible to conclude that negligible impacts are generated, while changing the alignment would cause more impacts than the present situation, due to the need to cross additional land for engineering reasons, potentially affecting the settlement of Jankovci, and being closer to a portion of E22 Habitat, exacerbating the situation.
- During operation, as mentioned above, main impacts consist of noise and vibration. These should be mitigated by the adequate designed mitigation measures such as the creation of the proper green belt along the railway and the adoption of specifically designed barriers, which should bring expected impact to acceptable levels. On the other side, the project is expected to have some positive effects on environment thanks to the push for usage of rail-based public transport instead of private cars and trucks for freight.

EIB Carbon Footprint Exercise

Project is not included - the EIB draft Carbon Footprint Methodologies only include emissions from Investment Loans, and large allocations under Framework Loans, above the methodology thresholds.

Social Assessment, where applicable

No relevant social issues arise from the project, as it consists of the rehabilitation/reconstruction of an existing railway, with practically no land acquisition. The project is therefore acceptable from the social point of view. Croatia has adopted the main ILO core labour standards.

Public Consultation and Stakeholder Engagement, where required

Public consultation was carried out during 2007 (see above for the dates), no main controversial issues arose during the process.