

## Environmental and Social Completion Sheet (ESCS)

### Overview

Project Name:	<i>RAILWAY REHABILITATION VINKOVCI-BORDER</i>
Project Number:	2011 0440
Country:	<i>Croatia</i>
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 an integral part of Pan European Corridor X, which is of high importance for both the Republic of Croatia and the EU. This section was severely damaged 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enough repairs were done afterwards to maintain the line open for operation, the quality is too low and the technology outdated so that the operation of trains is very restricted and unsafe.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>

### Summary of Environmental and Social Assessment at Completion

#### **EIB notes the following key Environmental and Social outcomes at Project Completion.**

At the time of the appraisal, Croatia was an accession country. Croatia has since joined the European Union as 28th member state on 1 July 2013. Croatia had transposed the EU EIA and SEA Directives into the local law at the time of the appraisal.

The project was not subject to an SEA as it was not required. The project fell under Annex II of the EU EIA Directive 85/337/EEC, which was in force when the project was approved. A full EIA was carried out, which included public consultation.

The main impacts of the operation phase identified in the EIA were noise and vibrations. The implemented mitigation measures consisted of green belts along the line. The Promoter reported that noise-level tests under operation are to be carried out to identify sections along the line where maximum allowed noise levels are exceeded<sup>1</sup>. Noise protection measures will be implemented accordingly, including noise protection walls. A rail fastening system using special elastomer further reduces noise and attenuates vibrations.

#### **Summary opinion of Environmental and Social aspects at completion:**

EIB is of the opinion, based on reports from the Promoter during Construction, that the Project has been implemented in line with EIB Environmental and Social Standards as applicable at the date of appraisal.

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<sup>1</sup> 65 dB during the day or 50 dB during the night