

Environmental and Social Data Sheet

Overview

Project Name:	<i>DARS - FREE FLOW TOLLING SYSTEM</i>
Project Number:	2016-0945
Country:	Slovenia
Project Description:	<i>Design, supply, installation and operation of an Electronic Toll Collection Service (ETCS) system for vehicles above 3.5 tonnes, replacing the current open tolling infrastructure and its physical barriers with a free-flow, distance based charging digital infrastructure on the 610km Slovenian motorways network. The project includes the dismantlement and restructuring of the existing physical toll stations.</i>
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Environmental and Social Assessment

Environmental Assessment

The Electronic Tolling Collection System (ETCS) project replaces the current infrastructure and its physical barriers with a free-flow, distance based charging digital infrastructure on Slovenian motorways network.

A first component of the project consists of the dismantling and removal of canopies and traffic islands as well as the conversion of existing toll platforms in the standard motorway cross-section. The second component of the project consists of the establishment of the ETCS infrastructure. The road side equipment necessary to operate the system consists of gantries above the road on each of the tolling sections. The gantries do not need large spaces and have a minimal impact on the relief, soil, groundwater, appearance and microclimate changes.

No environmental impact assessment is required for the project, as it does not fall under either Annex I or Annex II of the EU EIA Directive.

Under the current scope, all works to be carried out are considered maintenance works for the public benefit under the Roads Act of the Republic of Slovenia (Article 18, Official Gazette of the Republic of Slovenia No. 109/2010) with the effect that no building permits are needed. Should the scope of the works change, the promoter, Družba za Avtoceste v Republiki Sloveniji d.d. ("DARS") will ensure that necessary building permits are obtained within established time frames in compliance with national laws.

The implementation of a free-flow system will remove the need for heavy good vehicles to stop in front of toll stations and subsequently accelerate, resulting in local reduced pollution, noise and fuel consumption. Distance based charging promotes a more rational and more efficient use of roads as well as smarter transport behaviour. Overall, the ETCS is part of the transport digitalisation trend and hence supports the lower emission mobility strategy set by

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 EU in 2016². In particular, the system will enable a more refined allocation of "user pays" and "polluter pays" principles established by the EU Directive 2011/76/EC and 2006/38/EC amending Directive 1999/62/EC.

Other Environmental and Social Aspects

The Project is compliant with EU Directive 2004/52EC (interoperability of electronic road toll systems) and Decision 2009/750/EC concerning the definition of the European Electronic Toll Service (EETS). The selected system adopts Dedicated Short Range Communications (DSRC) using microwave tags inside vehicles to register vehicle passages under microwave receivers mounted on overhead gantries on each section of tolled road, in accordance with the technical standards of the European Committee for Standardisation (CEN).

Traffic safety audits and impact assessments will be carried out by the Employer's traffic safety auditors who hold professional qualification certificates in accordance with Directive 2008/96/EC.

Conclusions and Recommendations

The project has an overall positive environmental and climate impact. It removes the local pollution and congestion at the physical toll barriers and enables the application of "user pays" and "polluter pays" principles, forming part of the sustainable and intelligent mobility solutions set down in EU policy.

DARS is an experienced promoter and is considered able to implement correctly the project.

Therefore, the project is considered acceptable for EIB financing from an environmental and social point of view.

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² European Strategy for Low-Emission Mobility, Staff Working Document SWD(2015)244 final