Luxembourg, 27 October 2017

Environmental and Social Data Sheet

Overview

Project Name:	ZIDANI MOST-CELJE RAILWAY LINE UPGRADE
Project Number:	20170314
Country:	Slovenia
Project Description:	Modernisation of double track rail line between Zidani-Most and Celje
EIA required:	no
Project included in Carbon Footprint Exercise[1]:	no

Environmental and Social Assessment

Environmental Assessment

The project scope is to modernize the 25km long electrified double-track railway line between Zidani Most and Celje (km 503 + 180 to km 527+998), on route No 30 Zidani Most–Šentilj–state border. The project will be implemented substantially on the alignment of the existing tracks. The project will also include the rehabilitation of three stations (Rimske Toplice, Laško and Celje).

Lying on two core TEN-T corridors, the project is consistent with Slovenia's mobility plan 'Transport Development Strategy in the Republic of Slovenia', which has been subject to a Strategic Environmental Assessment in accordance with Directive 2001/42/EC.

The project falls under Annex II of the Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by 2014/52/EU and therefore was subject to screening. In February 2016, the Competent Authority decided that no regulatory EIA was required.

The project crosses the Natura 2000 site Savinja Celje – Zidani Most (SI3000376) on three occasions with existing structures. Moreover, near the project are other N2000 sites: Gračnica (SI3000308), Voglajna Tratna barrier – outfall into Savinja (SI3000068), Ocvirkova jama (SI3000083), Posavsko hribovje (SI5000026), Veliko Kozje (SI3000280) and Kum (SI3000181).

For four of the seven Natura 2000 sites in the project vicinity - Ocvirkova jama (SI3000083), Posavsko hribovje (SPA) (SI5000026) Veliko Kozje (SI3000280) and Kum (SI3000181) - the Competent Authority determined that the project is not likely

[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.

to have a significant effect on them and no assessment as per Article 6(3) of the Habitats Directive 92/43/EC was necessary.

At the three other Natura 2000 sites, an Appropriate Assessment under Article 6(3) of the Habitats Directive 92/43/EC was performed. Of these three, two require no specific mitigation measures. At one site, Gračnica near Zidani Most (section km 505 + 800 and km 506 + 300), the bridge needs to be replaced. This bridge is in the vicinity of several Natura 2000 sites: Savinja Celje – Zidani Most (SI3000376), Gračnica (SI3000308) and Voglajna Tratna barrier – outfall into Savinja (SI3000068). The watercourse of Savinja River and its tributaries are home to a number of protected species of fish and a protected bat species. In this instance, the Competent Authority determined that certain specific mitigants shall be implemented, namely: works have to be carried out from land; works causing disturbance to the water course are not to be carried out between 1 July and 1 March; fish are to be moved before works commence to a stretch of the watercourse upstream of the intervention and not to other watercourses; and no river training works in the vicinity are allowed. In February 2016, subject to these conditions, the Competent Authority gave its opinion that the project would not have any significant impact on Natura 2000 sites.

A number of level crossings are being improved which, all things equal, should reduce accidents. The project also provides for adjustments at stations (e.g. platforms and underpasses) to meet TSI for Accessibility for Persons with Disabilities and Persons with Reduced Mobility (Regulaton (EU) No 1300/2014). In certain places, noise barriers are being installed which shall improve the situation for adjacent properties in comparison to the without project case.

The upgraded line and stations will improve efficiency, quality and transport capacity of the railway services in the area. The main benefit of the operation consists of improving the attractiveness and competitiveness of the railway service. The project is expected to facilitate an increase in rail modal share.

Conclusions and Recommendations

The project's residual negative impacts during construction and operation are minor. The investment is expected to yield environmental benefits, including modal shift towards rail improving transport safety as well as reducing noise, local and CO2 emissions.

The project is acceptable for Bank financing from an environmental and social point of view."