

Luxembourg, 27 October 2017

Environmental and Social Data Sheet

Overview

Project Name:	<i>RAILWAY LINE POLJCANE-SLOVENSKA BISTRICA UPGRADE</i>
Project Number:	2017-0313
Country:	<i>Slovenia</i>
Project Description:	<i>Works of maintenance and upgrade of the railway line between POLJCANE and SLOVENSKA BISTRICA</i>
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project scope is to modernize the about 6km long electrified double-track railway line between Poljčane and the Slovenska Bistrica in Slovenia, on route No 30 Zidani Most–Šentilj–state border. The project will be implemented substantially on the alignment of the existing tracks.

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 Ličenca pri Poljčana (SI3000214) and is near Natura 2000 sites Dravinja s pritoki (SI3000306) and Dravinjska dolina (SI5000005). The Ministry of Environment and Spatial Planning, the Slovenian authority responsible for the monitoring of Natura 2000 sites, gave its opinion on 24 February 2014 that no assessment as per Article 6 (3) of Directive 92/43/EEC was necessary.

This is based on the opinion of the Institute of the Republic of Slovenia for Nature Conservation stating that the project is not likely to have significant adverse effects on Natura 2000 sites, their integrity and functionality, providing appropriate mitigating measures are implemented.

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 appropriate measures for this project are:

- Noise-intensive works are to be carried out outside of the main breeding season, implementation of works is prohibited from April 30th to June 30th ;
- Cleaning of culverts (riverbeds and banks) in Lozniča and Brezniča rivers and their majors streams should not be implemented from March 1st till June 30th ;
- The site is to be physically protected.

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 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."