

Environmental and Social Data Sheet

Overview

Project Name:	RAILWAY VINKOVCI-VUKOVAR UPGRADE (SPL 20140375)
Project Number:	2019-0133
Country:	Croatia
Project Description:	The project comprises the modernisation and electrification of the single track, non-electrified railway line connecting Vinkovci and Vukovar, in Vukovar-Srijem County. Total length of the reconstruction is 18.7 km. After the reconstruction, the line will allow a maximum speed of 120 km/h.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Strategic Environmental Assessment (SEA)

The project is included in the Croatian Operational Programme Competitiveness and Cohesion 2014-2020 that was subject to a Strategic Environmental Assessment in accordance with Directive 2001/42/EC.

Environmental Impact Assessment (EIA)

The project was initially categorised as point 10(c) of 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 2010, following the screening, the Croatian Ministry of Environment identified the need for a full EIA, which was undertaken on the preferred design option identified in the feasibility study (REF. NO:517-07-1-1-2-14-4).

The EIA analysed the main impacts of the project during the implementation phase as well as during railway operations, including impacts on water, soil, noise and air. A decision to publicly consultation was taken in March 2015 and subsequently implemented.

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.

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A number of measures were proposed to mitigate the identified impacts. The most important measures for this project include:

- For the construction phase: identification of appropriate sites for disposal of materials and waste and arrangements of building sites aimed at minimizing impacts on agricultural land, forests and groundwater;
- For the operations phase: emergency plan that would enable the railway company to face incidents related to transport of dangerous substances and implementation of noise protection measures in areas affected by noise levels beyond legal thresholds.

The competent authority issued an environmental consent on 28 January 2014, which was confirmed by the EIA.

Social Assessment, where applicable

The project does not foresee any relocations of households and businesses

A number of level crossings are being improved, some level crossings will be permanently closed and one new level crossing will be built these measures will consequently reduce accident risk to the public road users.

Natura 2000 sites

The alignment Vinkovci - Vukovar does not cross any Natura 2000 sites. Nearby conservation areas important for species and habitat types (POVS) include: HR2000372 Danube – Vukovar, HR2001088 Mala Dubrava – Vucedol and HR2001414 Spacvanski bazen. There is a conservation areas important for birds, HR1000006 Spacvanski bazen. Following an appropriate assessment as required by Article 6(3) of the Habitats Directive 92/43/EEC, the competent authority, responsible for monitoring the Natura 2000 sites, stated in the Natura 2000 declaration that the project does not have significant impacts on the Natura 2000 sites close to the project area.

Conclusions and Recommendations

The modernisation and electrification project of the 18.7 km railway section Vinkovci - Vukovar is included in the Croatian Operational Programme Competitiveness and Cohesion 2014-2020 which was subject to a SEA.

An EIA was carried out for this project. Following the EIA procedures, including public consultation, the competent authority issued an environmental permit, which identifies mitigation measures for environmental impacts during construction and operations.

The project does not cross any Natura 2000 sites and does not have any significant impact on Natura 2000 sites close to the project alignment.

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 and local CO2 emissions.

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