

Environmental and Social Data Sheet

Overview

Project Name:	ZAPRESIC-ZABOK RAILWAY SECTION
Project Number:	2017-0924
Country:	Croatia
Project Description:	The project concerns the rehabilitation and electrification of the single-track railway section Zaprešić-Zabok of about 24km in Croatia. The section is part of rail line 201 (R201) which links Zaprešić with Čakovec in northern Croatia and, in the opposite direction, with the capital Zagreb. The project will be implemented substantially on the alignment of the existing tracks.
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.

The EIA procedures began on 27 December 2010 and public consultation was undertaken between 3 February 2011 and 4 March 2011 with public hearings in Zabok and Zaprešić. The environmental decision (Ref. 531-14-1-2-10-11-13) was issued on 7 April 2011 and the project was considered environmentally acceptable under the condition of application of environmental protection measures and implementation of a programme of environmental monitoring. The project does not cross Natura 2000 sites.

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.

Luxembourg, 06 July 2018

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 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.

Social Assessment

The project does not foresee any relocations of households and businesses.

A number of level crossings are being improved which will consequently reduce accident risk. The project also provides for adjustments at stations to meet the requirements of the TSI for Persons with Reduced Mobility (Regulation 1300/2014/EU).

During the construction phase, a period of six-month full closure is foreseen. The railway company will mitigate the disruption for passengers with the provision of replacement buses.

Natura 2000 sites

The alignment Zaprešić-Zabok does not cross any Natura 2000 sites. There are three nearby Natura 2000 sites, located in a radius of 2 to 6 km from the project alignment. 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 rehabilitation project of the 24 km railway section Zaprešić-Zabok 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 as well as reducing noise and local CO₂ emissions.

Noise barriers are not included in the project, so it is recommended to closely monitor noise levels during the first year of operation and undertake mitigation measures in case these levels should go beyond legally accepted thresholds.

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