

Luxembourg, 05.09.2024.

Environmental and Social Data Sheet

Overview

Project Name:	<i>CROATIA TRACK MAINTENANCE MACHINERY</i>
Project Number:	<i>2024-0327</i>
Country:	<i>Croatia</i>
Project Description:	<i>The Project concerns the acquisition of track maintenance machinery</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 project consists of the acquisition by the Infrastructure Manager (IM) of the Croatian rail networks of track maintenance machinery. The new machines will replace part of the existing fleet of maintenance machines.

Purchase of track maintenance machinery does not fall under either Annex I or Annex II of the Environmental Impact Assessment (EIA) Directive (2011/92/EU as amended by Directive 2014/52/EU). Therefore, no EIA is required for the project.

The track maintenance machinery will not be directly used for transport of passengers or goods but for track maintenance activities by the railway infrastructure manager. In particular, the project consists of the following self-propelled maintenance machinery:

- Rail-road excavator
- Multifunctional road-rail vehicle for chemical treatment of weeds
- Motor rail vehicle
- Tamping machines

The vehicles and machinery will be diesel-powered because of operational reasons; these vehicles and machinery need to be operable for maintenance activities when electric power supply needs to be disconnected for safety reasons, as well as in the case where the line is unelectrified.

The appropriate maintenance of the infrastructure is an essential enabler of rail operations and allows railway transport to maintain its modal share. Therefore, the benefits of the project will be those related to the provision of more efficient railway infrastructure across Croatia, in particular in terms of reduction of travel time, improvement of transport safety, vehicle operating cost savings, reduction of congestion and environmental benefits, such as reduction of pollutants and CO₂ emissions.

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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The routine maintenance of the track maintenance machinery will take place in existing workshops located in Zagreb, Rijeka, Ogulin, Split, Koprivnica, Osijek, and Vinkovci.

The replaced machinery will be scrapped in accordance with the applicable legislation or redeployed for other tasks.

The project has been assessed by the Bank's services as aligned with the objectives of the Paris Agreement in accordance with the criteria set out in the EIB Climate Bank Roadmap. As the project consists of acquisition of maintenance machinery which enables low emission rail transport, it is considered to be aligned with the low-carbon objective of the Paris Agreement.

Furthermore, the climate risk of the project is assessed as low and, therefore, it is considered to be aligned with the resilience goal of the Paris Agreement.

Conclusions and Recommendations

The project consists of acquisition of maintenance machines which will contribute to providing a more efficient railway infrastructure in Croatia and to maintaining the modal share of railway transport in the country. The project has a very good alignment with the Bank's policy objectives as it promotes the development of a sustainable transport mode.

The project is acceptable for EIB financing from an environmental and social perspective.