

**NOTIFICATION TO AN AFFECTED PARTY OF A PROPOSED ACTIVITY UNDER ARTICLE 3 OF THE CONVENTION**

**1. INFORMATION ON THE PROPOSED ACTIVITY**

**(i) Information on the nature of the proposed activity**

Type of activity proposed

It is the reconstruction and modernization of the existing but abandoned railway line.

Is the proposed activity listed in Appendix I to the Convention?

Yes No

Scope of proposed activity

It is a line for railway traffic from the exit of passenger station in Subotica to the Hungarian border (Csikéria).

Scale of proposed activity

The total length of the line, which is necessary to reconstruct is 12.3 km. The railway is single-track and non-electrified. Having lost its traffic, the line was closed in 1960 and several sections between Csikéria and Subotica have been disassembled since then and the reconstruction and modernization is planned to bring into operation the cross-border section. The area of the line section is the property of the Serbian State with asset management and operating rights of the Serbian Railways ŽS.

Description of proposed activity

Railway should be electrified, traction system 25 kV and 50 Hz. Reconstruction of the railway for the axial load D4, with a gauge UIC-C for electrified railway. The works will mainly consist of earthworks, excavation and embankment and assembly and replacement of the superstructure - ballast (crushed stone volcanic origin), rail (60E1 and 49E1), elastic fastening rail system and concrete sleepers. Width of the formation will be increased to 7.0 m.

Description of purpose of proposed activity

Railroad Szeged - Roszke - Horgoš - Subotica is a cross-border railway link between regional centres in the border area of the territory of Serbia and Hungary. The project involves the upgrading and rehabilitation of existing sections in Serbia and Hungary, with a total length of about 40 km. The project is the first element of a future East-West railway corridor between the corridors IV, V, VII and X. As part of the international corridors, the line would create new potentials for long-distance transport

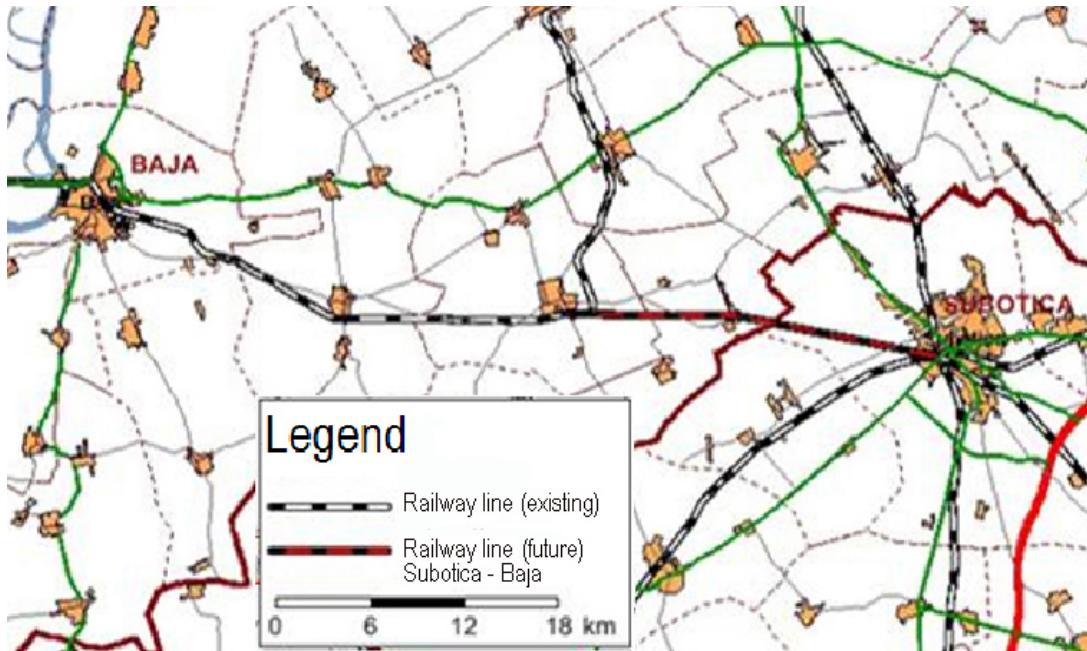
Rationale for proposed activity

The project will improve level of service of the rail-bound public transport and the railway freight transport along the selected line alignment and increase accessibility of jobs and labour in the economic centres by public transport.

Additional information/comments

**(ii) Information on the spatial and temporal boundaries of the proposed activity**

Location+



Description of the location (e.g. physical-geographic, socio-economic characteristics)

It is a level line. The railway starts from "Subotica Passenger Station". First part of the railway goes through the city of Subotica, industrial zone. In the first part (about 5 km) railway line passes through the urban area of Subotica, along family housing areas of medium and small density and the industrial zone. On the route of the railway is a chemical factory Industry "Zorka" complex, which is not in use. At this location are planned industrial zone and small economy. The railway passes near the Water intake 1 (about 120m), which is a central complex for providing drinking water for the city of Subotica, but there is no risk of compromising the water intake nor in the construction phase of the railroad or railroad in operation. Below the border, the route passes through the area of arable land and pastures.

Rationale for location of proposed activity (e.g. socio-economic, physical-geographic basis)

Decision: not to reconstruct the railway

In the existing condition of the railway does not negatively impact on the built environment, because it is not in use. In the railway belt have developed invasive plant species. There are constructive and other waste in the vicinity of railroad.



Decision: to reconstruct the railway

Construction of a new railway section will certainly have a lasting positive impact on cross-border cooperation and socio-economic development of the region (enable employment, the exchange of goods with neighbours, local tourist travel, travel for work), and the effects on urban development zones through which it passes and the surrounding area. The pollution of land, water and air during operation of the railroad are not expected except in the case of an accident. Electrification of the railway will minimize possible negative impacts on the environment. Minimal impacts will be of lubrication switches and fastening rail system and chemical treatment of weeds on the railroad.

Time-frame for proposed activity (e.g. start and duration of construction and operation)

Duration of construction will be approximately three years. Start of works and start of operation is not known yet.

Maps and other pictorial documents connected with the information on the proposed activity

Additional information/comments

### (iii) Information on expected environmental impacts and proposed mitigation measures

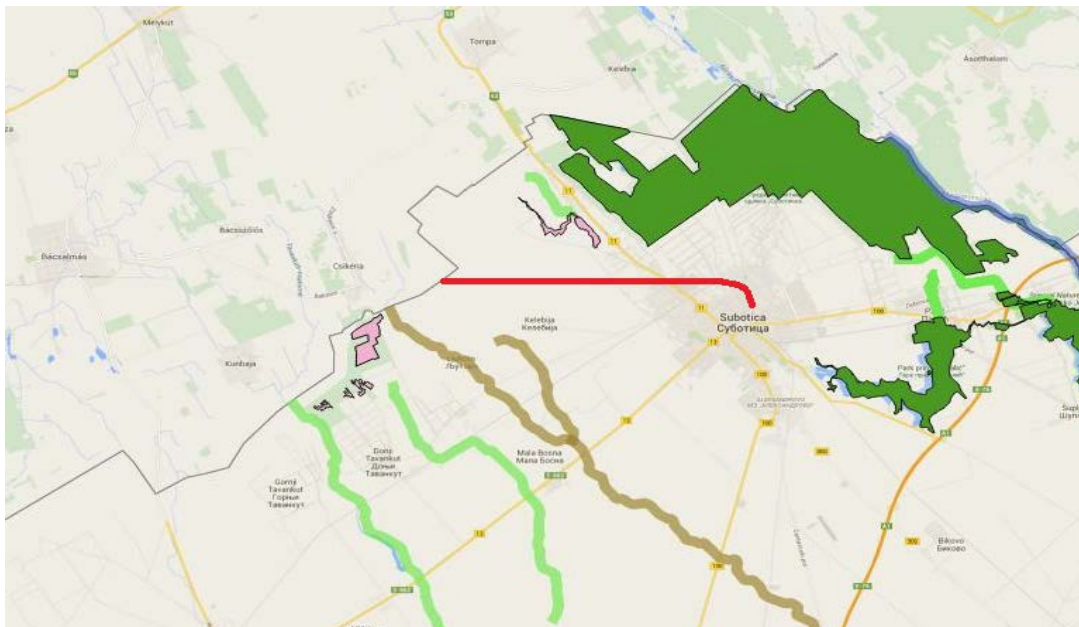
Scope of assessment (e.g. consideration of: cumulative impacts, evaluation of alternatives, sustainable development issues, impact of peripheral activities, etc.)

Expected environmental impacts of proposed activity (e.g. types, locations, magnitudes)

During the execution of works on the reconstruction and modernization will be negative impacts on soil, water and air, and during the operation of the railway, as it will be electrified, it will be a better condition of environmental parameters than now.

**Air quality** Considering the existing research, the air quality in the area of the railway is excellent. There are no studies of air quality in the area of the factory "Zorka". The main activities that cause air pollution during the construction period are transport of materials, earthworks and construction machinery work. Additionally air pollution from the electrified railway line during operation is not expected.

**Protected areas** In the wider vicinity of the railroad route there are no protected natural areas.



**Population** Impacts on the population are enduring positive and negative impacts. Opens the possibility for faster travel to alternative views of transport compared to road transport, tourism opportunities are increasing, create new jobs, there will be a stronger settlement areas around the railway line which would have a detrimental long-term effects on the environment. In the existing condition of the railway does not negatively impact on the built environment, because it is not in use.

Due to the modernization of the railway may be necessary to expand the profile and would be a need for a minimal extension of the railway belt. There are residential buildings and local roads located within the existing railway zone. Work on the construction of the railway will certainly include works on demolish objects in the railway zone. Impacts that are expected on the urban environment consist mainly of noise, vibration and dust from the operation of heavy machinery.

**Noise** Railway route intersects with state road M 17.1. Besides it railroad is not intersecting with frequent traffic routes. On the basis of the assumed noise model of the future of rail transport and conducted calculations it can be concluded that there are no facilities, located near the railroad, which are exposed to noise levels exceeding 55 dB (A). There are no residential areas close to the Hungarian border.

Inputs (e.g. raw material, power sources, etc.)

Land – excavation, embankments

water - will be required during the construction

stone, gravel, sand-will be used during construction

forests, wood - will not be necessary

energy-electricity, liquid fuels for machinery during construction

Outputs (e.g. amounts and types of: emissions into the atmosphere, discharges into the water system, solid waste)

During the works with heavy machinery will be air pollution, silt into watercourses. Protective measures will be implemented against soil pollution. During the exploitation shall not be emissions of pollutants.

In the project area, rainwater is to be collected from the paved areas (platforms of stations, roof of establishments) and from the railway beds. Rainwater from the railway beds will be collected by superstructure drain. On the open tracks, the rainwater is collected in open drains and leaked into the soil or it will be discharged into the closest watercourse.

Existing waste from the vicinity of railroad should be removed before start of works. During the construction process, special attention should be paid to the collection and continuous removal of generated waste. The amount of waste that will arise during railroad operation is hard to predict, but should pay attention to its disposal in accordance with regulations.

Transboundary impacts (e.g. types, locations, magnitudes)

There are no settlements near the border. There are no protected areas near the border. Only in the case of an accident.

Proposed mitigation measures (e.g. if known, mitigation measures to prevent, eliminate, minimize, compensate for environmental effects)

Technical measures will be implemented that reduce the effects of noise, vibration and pollution of the elements of the ecological network. In protected areas and their protection zones shall not be borrow pits, waste disposal or placing any object for the purpose of execution of works, parking and vehicle servicing and refuelling. Special attention will be given to the technical measures to ensure the passage of small animals under the railway.

Additional information/comments

#### **(iv) Proponent/developer**

Name, address, telephone and fax numbers

Dragan Milić

CeS COWI d.o.o.

Južni bulevar 1A

Tel 011/3835-040

Fax 011/3835-037

Email aajc@cescowi.rs

#### **(v) EIA documentation**

Is the EIA documentation (e.g. EIA report or EIS) included in the notification?

Yes No  
Partial

If no/partial, description of additional documentation to be forwarded and (approximate) date(s) when

documentation will be available

For now, the EIA is partially completed. It will be completed by November 3<sup>rd</sup>.

Additional information/comments

## **2. POINTS OF CONTACT**

### **(i) Points of contact for the possible affected Party or Parties**

Authority responsible for coordinating activities relating to the EIA (refer to decision I/3, appendix)

- Name, address, telephone and fax numbers

List of affected Parties to which notification is being sent

Hungary Ministry of Environmental protection

### **(ii) Points of contact for the Party of origin**

Authority responsible for coordinating activities relating to the EIA (refer to decision I/3, appendix)

- Name, address, telephone and fax numbers

Ministry of agriculture and environmental protection

Nemanjina 22-26

Beograd

Tel: +381 (0)11 260 79 60 Fax: +381 (0)11 260 79 61

Decision-making authority if different than authority responsible for coordinating activities relating to the EIA

- Name, address, telephone and fax numbers

## **3. INFORMATION ON THE EIA PROCESS IN THE COUNTRY WHERE THE PROPOSED ACTIVITY IS LOCATED**

### **(i) Information on the EIA process that will be applied to the proposed activity**

Time schedule

Study to be completed by November 3<sup>rd</sup>. To obtain the scope and content up to November 6<sup>th</sup>. To be submitted to the procedure of approval by November 20.

Opportunities for the affected Party or Parties to be involved in the EIA process

Opportunities for the affected Party or Parties to review and comment on the notification and the EIA documentation

Nature and timing of the possible decision

Process for approval of the proposed activity

Additional information/comments

## **4. INFORMATION ON THE PUBLIC PARTICIPATION PROCESS IN THE COUNTRY OF ORIGIN**

Public participation procedures

Expected start and duration of public consultation

Starts at the beginning of the next week. Duration is 10 days.

Additional information/comments

## **5. DEADLINE FOR RESPONSE**

Date

28.11.2014