

Elaboration of Environmental Impact Assessment concerning Subotica-Csikéria-Bácsalmás-Baja railway line section according to legislation in force in the relevant countries Hungary-Serbia/Vojvodina

Preliminary Environmental Impact Assessment

Non-technical summary

The Szeged-Röszke-Horgoš-Subotica-Csikéria-Bácsalmás-Baja railway is a cross-border line that connects regional centres near the state border in the territory of Republic of Serbia and the Republic of Hungary. This section is 12.3 km in length, 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. The area of the line section is the property of the Serbian State with asset management and operating rights of the Serbian Railways ŽS.

This Environment Impact Assessment Study, together with a Conceptual design for a new single track electrified line to the concerned section is done to underpin eventually modification of the regulation plans of this Subotica – Csikéria – Bácsalmás – Baja railway section, for further railway designing (Preliminary design).

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.

The contamination of soil and groundwater during construction of railroad is not expected, as well as in the exploitation, except in case of an accident. Possible negative impact on the surrounding farmland in the zone outside the town is from heavy equipment during construction works.

There is no watercourse near the concerned railway. The channel, which is located along the tracks from the release of the factory complex of a length of about 1.5km does not contain water, but should take care of it during construction and keep it in function during operation of the railway.

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

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.

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.

The official noise measurement in Subotica are at the most frequent intersections of city roads in Subotica. Not one measuring point is near the railway, so the existing noise in railway zone is much less than the limit. For this reason additional measurements of noise in the railway zone are not done. The measured noise level in all ten measurement sites exceed the limits of the noise level date according to claim "Regulation of noise indicators, limits, methods for assessing indicators of noise, disturbance and adverse effects of noise in the environment." "Off. Gazette RS", No. 75/2010. The mentioned measuring sites are all located on streets and intersections with intense traffic, and the closest is located 800m from the concerned railway. On the route of the railway is state road M17.1 (Halaška road). Except it, railway is not intersecting with particular frequency roads.

The noise during the construction of railroad is a consequence of the construction works, transport and loading of materials. A significant increase in noise levels is not expected if the transport activities were carried during the day and on appropriate 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).

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. It will probably require modification of planning documentation. Since the railroad has not been used since the 60s, there are residential buildings and a local road located within the existing railway zone. Work on the construction of the railway will certainly include works on demolish 8 objects in the railway belt zone.

Impacts that are expected on the urban environment consist mainly of noise, vibration and dust from the operation of heavy machinery.

Due to newly created rail transport in the case of exceeding the permissible limits of noise and vibration in urban areas it will be need for monitoring, checking and applying the technical measures.