

## **Bosnia and Herzegovina: Air Traffic Management Project**

### **Environmental Review Summary**

#### ***Description of the Project***

EBRD is considering a €12 million sovereign guaranteed loan to Bosnia and Herzegovina (BiH) for development of air traffic management system. The loan will be implemented by the Bosnia and Herzegovina Directorate of Civil Aviation (BHDCA). The proceeds of the loan will be used to finance a purchase of air navigation equipment (meteorological, navigational and communication) as a support towards the establishment of a new Bosnia and Herzegovina Air Navigation Service Provider (BHANSP) which would take over the control over the air space in Bosnia and Herzegovina. The project will support the transformation of BHDCA from a department of the Ministry of Communication and Transport, into an independent regulator and the establishment of BHANSP as a corporation/shareholding company. In addition, the project will assist BiH in meeting obligations arising from its membership in various international organisations (ICAO, IATA, ECAC, Eurocontrol) and handle air traffic in a safe and efficient manner and will support BiH's participation in the Central European Air Traffic Services Agreement (CEATS).

#### ***Screening categories and rationale for classification***

Environmental impacts associated with the construction and operation of Mono-pulse Secondary Surveillance Radar (MPSSR) are not considered to be significant and could be readily identified and mitigated through the implementation of appropriate measures. Therefore, the project has been classified as B/0.

#### ***Information reviewed during the environmental appraisal***

EBRD's Environmental, Health and Safety Due Diligence Questionnaire for Air Navigation Project prepared by BHDCA in cooperation with the FBH's Ministry for Environment and Physical Planning, December 2004.

#### ***Environmental Impacts and Mitigation Measures***

Mono-pulse Secondary Surveillance Radar facility and additional radio-navigation aides could involve construction impacts associated with the siting the radar and building access roads. Human settlements may also be potentially affected by high frequency electromagnetic waves. Possible negative environmental impacts might occur due to the increased air traffic in the area (air pollution, dust, exceeding noise levels in the area, possible ground or surface water pollution, waste disposal, use of hazardous materials, disturbance of the natural habitat and biodiversity).

The information provided showed that the proposed investment programme is associated with very limited and temporary environmental impacts.

The site of the MPSSR will be located on the top of the mountain, in a very isolated location far away of any human settlements. There is an existing road to the site. Construction of the navigation towers will be carried out on the existing airports in Banja Luka, Mostar and Sarajevo, hence the temporary impacts at the sites will be easily mitigated by applying internationally recognised good management practices.

### ***Environmental Opportunities***

The project will contribute to improvement the Company's environmental, health and safety management.

### ***Monitoring***

The Bank will evaluate the project's compliance with the applicable environmental and social requirements during the lifetime of the project by reviewing annual environmental reports (AERs) prepared for the project covering: (i) ongoing performance of project-specific environmental, health and safety activities, (ii) the status of implementation of environmental improvement measures. The Bank's representatives will also conduct periodic site supervision visits when deemed appropriate.