



European Investment Bank (EIB)

Luxembourg, 20th December 2021

Environmental and Social Completion Sheet (ESCS)¹

Overview

Project Name:	RAILWAY INFRASTRUCTURE REHABILITATION
Project Number:	2013-0278
Country:	Hungary
Project Description:	Investment programme for the rehabilitation and upgrading of the existing conventional rail infrastructure in Hungary.

Summary of Environmental and Social Assessment at Completion

EIB notes the following Environmental and Social performance and key outcomes at Project Completion.

The project consisted of an investment program with more than 700 small schemes for the rehabilitation and upgrading of the existing conventional rail infrastructure in Hungary within its framework investment plan in order to improve its efficiency, attractiveness and safety.

As the project is a rail transport sector framework loan, the need for an EIA may vary according to each scheme and it was analysed on a case by case basis, together with any potential significant impacts on protected areas. The Promoter complied with EU Directives, notably EIA Directive 2011/92/EU, Habitats Directive 92/43/EEC and Birds Directive 79/409/EEC. Due to the nature of works in existing railway infrastructure, only minor adverse effects were foreseen on the environment.

Based on the Promoter's reporting, none of the schemes included in the operation fell under Annex I or Annex II of the EIA Directive. Further, most equipment (specialised rolling stock, signalling and telecommunications equipment, special equipment for infrastructure maintenance) was outside the scope of the EIA Directive 2011/92/EU. None of the identified schemes had a significant effect on Natura 2000 areas.

Public might have faced some inconvenience during investment schemes at station buildings renovations. Minor disturbances were caused to the environment during construction works, mostly related to dust and noise emissions, the disposal of wastewater, hazardous and non-hazardous waste, and the temporary load of soil.

Generally, at those schemes, where environmental protection issues were raised during the construction permit/authorisation procedure, related mitigation measures were implemented during the works and the technical handover procedure. Any environmental risks that may have arisen during construction (e.g. hazardous and non-hazardous waste, etc.) have been treated in the Promoter's technical requirements and/or in the environmental annex of the works contracts. Thus, the environmental effects were minimised.

The Promoter has the 3rd edition of its Environmental Strategy for 5 years, in which sustainability, reduction of the environmental externalities and environmental protection are

¹ The template is for ILs and FLs



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part of the company's core values and long-term objectives. Promoter's capacity and environmental procedures management are deemed satisfactory.

There were no complaints from the public assigned to the project. There were no appeals during the implementation of the project.

The project had a positive impact on the environment due to the increase in the railway system's efficiency, comfort and safety, which contributed to a modal shift from road to rail transport and to maintaining the attractiveness and competitiveness of railway transport.

Summary opinion of Environmental and Social aspects at completion:

EIB is of the opinion based on reports from the promoter that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.