



Luxembourg, 8.12.2022.

Environmental and Social Data Sheet

Overview

Project Name:	ZSR DEVINSKA NOVA VES RAIL LINE - GREEN LOAN
Project Number:	20210192
Country:	Slovakia
Project Description:	Rehabilitation and modernisation of core TEN-T railway infrastructure from Devínska Nová Ves in Slovakia to the borders of Austria and Czech Republic.
EIA required:	Multiple investment projects. EIA requirements vary.
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 rehabilitation and modernisation of approximately 60km of core trans-European transport network (TEN-T) railway infrastructure in Slovakia. The scope includes four components:

1. Modernisation of the two sections of railway line Devínska Nová Ves – SK/CZ border (31.1 km)
2. Implementation of European rail traffic management system (ERTMS) on the section Devínska Nová Ves – SK/CZ border
3. Modernisation of the railway line Devínska Nová Ves –SK/CZ border, section Malacky – Kúty (25.9 km)
4. Electrification and modernisation of railway line Devínska Nová Ves – state border SK/AT – (Marchegg) (2.2 km)

The relevant strategic plan that references the rail infrastructure project components/corridor is the Strategic Transport Development Plan of the Slovak Republic up to 2030 (2016). The transport plan was subject to a strategic environmental impact assessment (SEA) following the national legislation and Directive 2001/42/EC. Another relevant planning document was the Operational Programme Integrated Infrastructure (OPII) for the period 2014-2020 of the Slovak Republic. The OPII was also subject to SEA. Whilst the strategies did not include project specific or final geographical projection of measures, the SEAs did not identify significant negative transboundary environmental impacts nor impacts on human health.

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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Project Components 1, 2 and 3 – railway line Bratislava – Devínska Nová Ves – Kutý – Lanzhot

Project components 1, 2, and 3 form part of the railway line Bratislava – Devínska Nová Ves – Kutý – Lanzhot (in Czech Republic). These components met the requirement for assessment under Annex I of the environmental impact assessment (EIA) Directive (2011/92/EC as amended by 2014/52/EU) and subject to EIA. In Slovakia, the legal framework concerning EIAs includes:

- Act no. 24/2006 Coll. on Environmental Impact Assessment as amended
- Decree of Ministry of Environment (MoE) of the Slovak Republic no. 113/2006 Coll., establishing the details on professional competence for the purposes of environmental impact assessment

An EIA was completed for the proposed project components on the rail corridor: Bratislava – Devínska Nová Ves – Kutý – Lanzhot in 2017, and thereafter an environmental permit was issued on 19-02-2018 (Final Decision of the MoE of the Slovak Republic under number 2264/2017-1.7).

The main environmental impacts of the proposed project components concern both construction/rehabilitation and operation phases. During construction, impacts include those from construction and use of temporary facilities, permanent changes in land use (for example change in access routes to level crossings), construction traffic and use of heavy machinery (noise, vibration, air pollutant and impacts on soil, water and biota).

During operation, rail services will have noise, vibration and visual impacts, which will be partially offset by features of project component design such as type of construction, technology and materials used. Noise/visual barriers will be constructed at appropriate points. The removal of level crossings is expected to have positive effects on both the population (from reduced accidents, injuries and fatalities) to improvement in traffic flow (both rail and for other transport users), with resultant environmental benefits. The project components are expected to have limited (dust impact from operating trains), or even positive impact on local air pollution due to electrification, use of electric locomotives and potential for modal shift to railways. On biota, increasing the frequency of trains and their passing speed will increase the barrier effect of the line in the country.

The project components are located in an area where a general level of nature conservation applies. On some sections, the railway line runs through or near the protected areas of Záhorie, Abrod, Marhecke rybníky and Devínske Alúvium Moravy and Devínske Lake (Ramsar site). The railway line already crosses the areas in the current route and therefore, the proposed upgrading does not foresee a significant effect on these sites.

The proposed components cross the following Natura 2000 sites: SKUEV0217 Ondriašov potok, SKUEV0218 Močiarka, SKCHVU016 Záhorské Pomoravie and runs near SKUEV0167 Bezodné, SKUEV0121 Marhecke rybníky, SKUEV0312 Devínske Alúvium Moravy, SKUEV0313 Devínske Jazero, SKUEV0314 Morava and SKUEV0117 Abrod. An appropriate assessment on the impact of project components on Natura 2000 areas was undertaken at EIA stage in accordance with Article 6.3 of the Habitats Directive (92/43/EEC) and Act No 543/2002 Coll. in Slovakia on nature and landscape protection. The appropriate assessment was completed in 2017 (and confirmed by the State Nature Conservation of the Slovak Republic through letter number CHKO/ZA/99-003/2017 of 28.04.2017) concluded that the project components will not adversely affect the integrity of Natura 2000 sites in terms of their conservation objectives. The EIA decision of 2018 included the result of the appropriate assessment.



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In the event of an intervention in the bed of the Morava river during the reconstruction of the bridge structure, the entry of the bridge abutments/piers into the river has potential adverse impact on particular fish species. Mitigation measures have been proposed. In the territory of the Czech Republic, the project connects to areas belonging to the Natura 2000 network CZ0621027 SPA Soutok Tvrdonicko and CZ0624119 ÚEV Soutok — Podluz. The more valuable habitats in those areas are located at such a distance from the intervention that they are not likely to be affected by the reconstruction of the bridge structure. The impact of the project components on the protected species was assessed as indifferent, but a potential risk to the nesting sites of dark woodpecker, red woodpecker, peregrine falcon and stork had been identified. In order to eliminate/mitigate this risk, the surveillance of possible active nests of these species within 300m of the building site will be carried out.

The projects are expected to contribute to climate change mitigation through the improvement of railway infrastructure and services as a more sustainable transport mode. In relation to climate change adaptation, climate impacts and extreme weather events have not been observed in the railway section that would have significant adverse effects on the operation of rail transport. The more significant climate risks for the project are strong winds, storms and flooding. Medium risks are attributed to the possibilities of landslides and extreme (high) temperatures, increasing the risk of damage to the railway from falling branches, direct electrical discharges and power cuts have been considered.

Mitigation measures are stipulated in the EIA and also reflected in relevant planning and building permits. They refer to compliance with generally available and environmentally efficient techniques and practice. These cover measures on spatial planning and to mitigate impacts on soils, geomorphological conditions and rock environments, air, water, local climate, fauna, flora and habitats, protected areas, population and other organisational and operational measures.

Project Component 4 – Electrification and modernisation of railway line Devínska Nová Ves – state border SK/AT

For Project 4, concerning the upgrade of the railway from Devínska Nová Ves to the border between Slovakia and Austria (at Marchegg), the electrification works was not subject to EIA according to Act no. 24/2006 Coll. The screening decision (2380/07-3.5/ml) of the MoE dated 02-02-2007 was issued for construction. In relation to infrastructure upgrade works – particularly the railway bridge at km 37.910 – a screening decision (OU-BA-OSZP3 – 2021/103064-016) was made by the competent authority (Bratislava District Office, Department of Environmental Welfare) on 03-01-2022 that screened out the project for further assessment. The screening decision stipulated conditions to eliminate and mitigate impacts on the environment including, inter-alia:

- To take account of requirements set by the State Nature Protection
- To develop a flood protection plan, considering construction, in the next stage of project documentation
- During construction – including temporary works – to minimise noise, air pollution and waste
- Comply with the proposed adaptation measures resulting from study “Assessment of Climate Change Risks”

Social Assessment, where applicable

Social impacts of each project were assessed as part of the project preparation and design stages, including through EIAs or environmental screenings as appropriate. No adverse social impacts are expected. During construction and operation, the project shall comply with



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requirements stipulated in planning and environmental decisions, and in relation to applicable health and safety legislation for workplaces and temporary and/or mobile construction sites.

Permanent and temporary land acquisition is required for the construction of project components 1, 2 and 3. Land is required particularly for the construction of underpasses resulting from the removal of level crossings. In the event of acquisition of land owned by private landowners, in such cases, adequate compensation will be offered to the residents concerned determined on the basis of an expert and following relevant procedures. Legal routes are available in cases of disputes. The issuance of Building Permits includes land access rights and related consents.

Whilst there may be indirect positive impacts on gender equality, due to some of the measures designed to improve accessibility and attractiveness of rail public transport, no specific account of gender was included in the design and management of the projects.

Public Consultation and Stakeholder Engagement

Public consultation for the rail infrastructure project components was carried out through their respective SEA and EIA procedures and planning application stages. Information was made publically available during public hearings and consultation periods. All information concerning the procedures and outcomes of decisions are uploaded to the Ministry of Environment's information portal as managed by the Slovak Environment Agency: <https://www.enviroportal.sk/>

Other Environmental and Social Aspects

ZSR is the contracting authority responsible for the construction and management of railway infrastructure in Slovakia. This entity will be responsible for the project fulfilling environmental obligations according to relevant EU Directives, national legislation and as stipulated in project approvals/decisions. The Ministry of Environment (MoE) is the competent authority for the environment in the Slovak Republic.

Each rail project component includes specific environmental and social management and monitoring arrangements, including plans and indicators, as stipulated in their respective EIA, SEA and/or EIA/screening final decisions and planning/building permits. Indicators covering the range of environmental parameters are specified for each project.

Conclusions and Recommendations

The project consists of four interlinked railway rehabilitation components. The components have followed the required environmental procedures. The EIA for the main railway corridor to be rehabilitated identified a number of environmental impacts during both construction and operation phases that require mitigation and management. Some positive environmental impacts (direct and indirect) can be expected from the project components, particularly from improving passenger rail services, supporting modal shift to rail, and the removal of level crossings. The project components pose a low environmental risk.

The project is currently considered both to be aligned against low carbon and climate resilience goals against the policies set out in the EIB Climate Bank Roadmap. Before any disbursement concerning a project component, the Borrower shall confirm that climate risk and vulnerability assessments (CRVA), according to the environmental decisions, have been completed for that project component including information on the climate adaptation measures that will be



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implemented as a result from the identified climate change risks and vulnerabilities, to the satisfaction of EIB.

The Borrower shall provide information to the EIB on the status of land acquisition (both permanent and temporary) necessary for the implementation of the project as part of a yearly project progress report or if there are any significant changes to the project.

Therefore, subject to the conditions mentioned above, the Project is acceptable to the EIB in environmental and social terms.