

Luxembourg, 03.05.2023

## Environmental and Social Data Sheet

### Overview

Project Name:	RAKOS HATVAN RAILWAY LINE (FL20150006)
Project Number:	2017-0677
Country:	Hungary
Project Description:	The Project consists of railway infrastructure upgrading over an overall length of 55.1 km between Budapest Keleti station and Rakos Hatvan, including installation of European Train Control System (ETCS) level 2 signalling system.
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	no
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

### Environmental and Social Assessment

#### Strategic Environmental Assessment (SEA)

The project is part of both the National Transport and Infrastructure Development Strategy (NTIDS) as well as the Integrated Transport Development Operational Programme 2014-2020 (ITOP). An SEA for strategic plans was carried out for both plans, including public consultation. The environmental report for the NTIDS, including the non-technical summary, was published on the website:

<https://2015-2019.kormany.hu/download/3/a8/10000/Nemzeti%20K%C3%B6zleked%C3%A9si%20Infrastrukt%C3%B3ra-fejleszt%C3%A9si%20Strat%C3%A9gia.pdf>

The Hungarian government approved the NTIDS with Decision no. 1486/2014. The environmental report for the ITOP, including the non-technical summary, was published on the website: <https://www.palyazat.gov.hu/download.php?objectId=52657>

#### Environmental Impact Assessment (EIA)

The works to be financed regard 55.1 km of existing double track railway line, which will be upgraded to higher technical standards. The project falls within the scope of Annex I of the Environmental Impact Assessment (EIA) Directive (2011/92/EU as amended by 2014/52/EU).

The EIA report was completed on 07/12/2012 and submitted to the competent authority on 07/05/2012, who issued the development consent on 12/12/2013 (decision reference: KTVF: 739-22/2013). Following modifications to the project alignment, the EIA report was modified and re-submitted to the competent authority on 29/12/2017 who issued the development consent for the modified project on 27/02/2018 (decision reference: PE-06/KTF/687-55/2018). There are no ongoing legal procedures concerning the development consent.

The EIA analysed the main impacts connected to the project implementation as well as to railway operations, including impacts on animals, plants, habitats, water, soil, air, landscape and cultural heritage. The main impact factors concern air pollution, noise and vibration, water and waste.

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.



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Construction activities cause some disruptions, e.g. air pollution, that are monitored and, in any case, limited in time. Noise and vibrations will be reduced with the use of elastic fastening and continuous welded rails. The review of the documentation indicated that there are no areas and buildings in the vicinity of the railway line and facilities that require additional reduction of noise and vibration levels. Drainage systems are designed along the railway alignment and in P&R facilities in order not to allow that polluted water directly mixes with surface and underground waters. Moreover, it is expected that hazardous and non-hazardous waste generated during the line upgrading and its operation is collected in compliance with legal requirements.

The competent authority, in compliance with art 4.7 of the EU Water Framework Directive 2000/60/EC, issued a water declaration for the project Rakos-Hatvan on 20/01/2016. The conclusions are that the project does not modify the physical characteristics of surface water and the level of groundwater bodies.

Based on Promoter's forecast of passenger and freight volumes, the Bank Services estimated that the project will produce about 10.6 ktonnes CO<sub>2</sub>e/year. Project emissions savings are estimated to be about 4.7 ktonnes CO<sub>2</sub>e/year. The estimated values refer to an average year of the 30-year appraisal period.

Overall, the project will contribute to journey time savings, vehicle operating cost savings, railway capacity increase and improvement of quality and reliability of railway services for both passengers and freight. This project will generate some modal shift from road to rail with reduction of congestion on the road network as well as reduction of car accidents and emissions of pollutants and CO<sub>2</sub>. The "with project Scenario", despite some local negative impacts, will bring an overall improvement to the environment if compared with the "without project scenario".

#### **Public consultation**

The public was informed about the EIA procedure through publications on the competent authority's website and in offices of the relevant municipalities. A public hearing was held at the Mayor's office of Budapest District XVII Rakosmente on 30 July 2012 and at the Ady Endre Library in Hatvan on 2 August 2012.

#### **Natura 2000 sites**

An Appropriate Assessment (AA) was carried out for the project Rakos-Hatvan in accordance with Article 6(3) of the Habitats Directive.

Impacts were assessed for the Natura 2000 site "Gödöllői-dombság" (HUDI20023), which is crossed by the project. Other Natura 2000 sites close to the project are Veresegyházi-medence (HUDI20055), about 0.5 km away, Gödöllői-dombság peremhegyei (HUDI20040), about 2 km away and Boldogi Vajda-rét (HUBN20042), about 6 km away.

Following the review of the EIA and AA, the competent authority stated, in the environmental permit, that the project does not have significant impact on the habitats and species for which the Natura 2000 sites has been designated, assuming the correct implementation of the environmental requirements defined in the environmental permit.

#### **Vulnerability to the climate change**

The project is sensitive to climate change, particularly to the risk of increase of temperature, wind speed, precipitations, floods and snow loads. Project resilience to climate change is enhanced with proper design of structures, earthwork and railway systems which takes into account extreme weather events.

#### **Paris alignment**

The project has been assessed by the Bank's services for Paris alignment in accordance with the policies set out in the Climate Bank Roadmap. The project consists of upgrading of infrastructure for zero direct emission transport, therefore, it is considered to be aligned with the low carbon goal. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned with the resilience goal.



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**Public Consultation and Stakeholder Engagement**

The public was regularly informed about the planning stages related to this project through community forums, advertising material and publications on competent authorities' websites. In the context of the EIA process, public consultations were carried out for each individual section at different times.

**Other Environmental and Social Aspects**

The implementation of the project includes the acquisition of 759 parcels of land (70 hectares), including the demolition of about 40 houses. The procedures for land acquisition, resettlement and compensation of people and businesses are finalised or well advanced and are carried out in compliance with the national legislation.

**Conclusions and Recommendations**

The project is part of an infrastructure programme, which was subject to SEA. Moreover, the project was subject to an EIA procedure, including public consultation and an Appropriate Assessment of the potential impacts on Natura 2000 sites was carried out. Following the review of the relevant documentation, the competent authority issued an environmental decision.

The environmental decision identifies appropriate mitigation measures for environmental impacts during construction and operations and the competent authority stated that the project does not have significant impacts on any Natura 2000 sites.

The project's residual negative impacts during construction and operations, considering the planned mitigation measures, are acceptable. The impacts during the operation phase are partly offset by the expected modal shift facilitated by the investment.

Development consents were issued for all types of works on the alignment.

Under the circumstances indicated above, the project is acceptable for EIB financing from an environmental and social perspective.