

Luxembourg, 3 May 2023

## Environmental and Social Data Sheet

### Overview

Project Name:	CZECH RAIL TEN-T AND SAFETY
Project Number:	2022-0811
Country:	Czech Republic
Project Description:	The project supports multiple schemes of railway infrastructure with the aim to: (i) upgrade, modernise and renew trans-European networks (TEN-T) railway lines (ii) deploy European Rail Traffic Management System (ERTMS) on railway lines and retrofit maintenance vehicles with ERTMS equipment (iii) improve safety of level crossings.
EIA required:	Multi-scheme project, requirements vary
Project included in Carbon Footprint Exercise <sup>1</sup> :	yes
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

### Environmental and Social Assessment

#### Environmental Assessment

##### ***Compliance with applicable Environmental Legislation***

The schemes included in the project are part of several national plans and programs, such as the "Transport Policy of the Czech Republic for the period of 2021 - 2027 with an outlook until 2050", which has been subject of a Strategic Environmental Assessment in accordance with Directive 2001/42/EC.

The project is composed of several schemes of renewal, modernisation and upgrading of existing conventional rail infrastructure and the requirements concerning the Environmental Impact Assessment (EIA) vary.

None of the schemes included in the project falls within the scope of Annex I of Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive).

Fifteen schemes included in the project fall within the scope of Annex II of the EIA Directive. Out of these, five schemes were screened in by the Competent Authority and subject of full EIA procedure, while ten schemes were screened out.

Several schemes intersect or are in the vicinity of Natura 2000 sites and appropriate assessments of the potential impacts have been carried out as required by Article 6(3) of Directive 92/43/EC (the Habitats Directive).

The following table summarises the information concerning the environmental procedures for the schemes that were screened in, including public consultation and the issue of the environmental consents.

<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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Title of Scheme, scope of the EIA and comments	Public consultation	Publication of the consent
<p>Modernisation of the line Praha-Bubny (incl.) - Praha-Výstaviště (incl.)</p> <p>The section Praha-Bubny - Praha-Výstaviště was included in the EIA for a wider project "Modernisation of the section Praha – Kladno with connection to the Ruzyně Airport. Stage I", which was carried out in 2008.</p> <p>There are no Natura 2000 sites in the vicinity of the section Praha-Bubny – Praha-Výstaviště. The competent authority indicated that significant impacts are not likely and no assessment as per Article 6(3) of the Habitats Directive is needed.</p>	October – November 2008	<p>Original consent: January 2009</p> <p>Extension of validity: June 2011 and May 2016.</p> <p>Confirmation of validity: June 2016</p> <p>Confirmation of validity after changes included in the scope: November 2022</p>
<p>Optimisation of the line section Čelákovice (excl.) - Mstětice (incl.)</p> <p>The section Čelákovice - Mstětice - Praha Vysočany was included in the EIA for a wider project "Optimisation of railway section Lysá nad Labem - Praha Vysočany. Stage 2", which was carried out in 2011.</p> <p>The closest Natura 2000 site is "Káraný-Hrbáčkovy tůně" (CZ0214007) located approx. 2.4 km from the section Čelákovice - Mstětice - Praha Vysočany. The competent authority indicated that significant impacts are not likely and no assessment as per Article 6(3) of the Habitats Directive is needed.</p>	April – May 2011	<p>Original consent: July 2011</p> <p>Confirmation of validity: September 2015</p> <p>Confirmation of validity for section km 11.975-14.545: September 2016</p> <p>Extension of validity: February 2020</p>
<p>Optimisation of the line section Mstětice (excl.) - Praha Vysočany (incl.)</p> <p>As above.</p>	As above	As above
<p>Plzeň agglomeration. Stage 5. Section Lobzy – Koterov</p> <p>The section Lobzy – Koterov was included in the EIA for a wider project "Passing through the Plzeň node of the transit railway corridor III and Plzeň node", which was carried out in 2007.</p> <p>There are no Natura 2000 sites in the vicinity of the section Lobzy – Koterov. The competent authority indicated that significant impacts are not likely and no assessment as per Article 6(3) of the Habitats Directive is needed.</p>	August – September 2007	<p>Original consent: October 2007</p> <p>Confirmation of validity: August 2015</p> <p>Confirmation of validity after changes included in the scope: October 2015 and January 2017</p>
<p>Optimization of the line Karlštejn – Beroun</p> <p>The EIA was carried out in 2020 and included an appropriate assessment required by Art 6(3) of the Habitats Directive.</p> <p>The line runs through a Natura 2000 site "Karlštejn – Koda" (CZ0214017) over two sections of approximately 1.8 km and 3.6 km. On the basis of the assessment included in the EIA, the competent authority concluded that with the proposed mitigation measures there would be no significant impact on the site.</p>	August – September 2020	April 2021

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The following schemes were screened out by the Competent Authorities:

<b>Title of the Scheme and comments</b>	<b>Date of screening out</b>
<p>Track duplication of the line Branický most - Praha-Krč – Spořilov</p> <p>The closest Natura 2000 site, “Chuchelské háje” (CZ0110040), is in the immediate vicinity of the line. The competent authority indicated that significant impacts are not likely and no assessment as per Article 6(3) of the Habitats Directive is needed.</p>	December 2021
<p>Modernisation of the Pardubice railway junction</p> <p>The closest Natura 2000 site “Pardubice - zámek “ (CZ0533309) is approx. 1 km from the project site. The competent authority indicated that significant impacts are not likely and no assessment as per Article 6(3) of the Habitats Directive is needed.</p>	April 2017
<p>Modernisation of the Pardubice railway station</p>	April 2017 (Same procedure as above)
<p>Reconstruction of the line including noise protection measures in part of the section Litoměřice Město – Velké Žernoseky</p> <p>The closest Natura 2000 site, “Porta Bohemica” (CZ0424141), is in the immediate vicinity of the line. The competent authority indicated that significant impacts are not likely and no assessment as per Article 6(3) of the Habitats Directive is needed.</p>	November 2018
<p>Reconstruction of the Přebyslav - Pohled railway section</p> <p>There are no Natura 2000 sites in the vicinity of the section. The competent authority indicated that significant impacts are not likely and no assessment as per Article 6(3) of the Habitats Directive is needed.</p>	April 2017
<p>Reconstruction of the section Vlkov u Tišnova station – Křižanov</p> <p>There are no Natura 2000 sites in the vicinity of the section. The competent authority indicated that significant impacts are not likely and no assessment as per Article 6(3) of the Habitats Directive is needed.</p>	January 2017
<p>Reconstruction of Vlkov u Tišnova station</p> <p>As above concerning Natura 2000 sites.</p>	January 2017 (Same procedure as above)
<p>Reconstruction of Brno - Královo Pole station</p> <p>There are no Natura 2000 sites in the vicinity of the station. The competent authority indicated that significant impacts are not likely and no assessment as per Article 6(3) of the Habitats Directive is needed.</p>	October 2017
<p>Reconstruction of Vsetín station</p> <p>The closest Natura 2000 sites to the section subject of the reconstruction are “Beskydy” (CZ0724089), which is in its immediate vicinity, “Nad Jasenkou” (CZ0724121) and “Semetín” (CZ0720033). The competent authority indicated that significant impacts are not likely and no assessment as per Article 6(3) of the Habitats Directive is needed.</p>	June 2017

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Title of the Scheme and comments	Date of screening out
Reconstruction of Praha-Smichov station  The closest Natura 2000 site "Prokopské údolí" (CZ0110050) is approx. 0.6 km from the project site. The competent authority indicated that significant impacts are not likely and no assessment as per Article 6(3) of the Habitats Directive is needed.	October 2009

All environmental information concerning the projects that have been subject of EIA or screening is available at the EIA information website of the Czech Republic ([https://portal.cenia.cz/eiasea/view/eia100\\_cr?lang=cs](https://portal.cenia.cz/eiasea/view/eia100_cr?lang=cs)).

The following schemes included in the project are not in the scope of the EIA Directive and due to their location and the scope of the works, the competent authority indicated that significant impacts are not likely and no assessment as per Article 6(3) of the Habitats Directive is needed:

- Modernisation and completion of Masaryk railway station;
- Optimization of the railway section Havířov (incl.) - stop Havířov střed;
- Reconstruction of the bridge in km 18.582 of the Ústí nad Labem - Most line;
- Reconstruction of the bridge in km 3.040 of the line Ústí nad Labem - Střekov - Ústí nad Labem Západ;
- Reconstruction of the Prague Main station;
- Reconstruction of the Prague Main station underpasses;
- Retrofit of maintenance vehicles with European with European Train Management System (ETCS) onboard units;
- Deployment of ETCS in section Ústí nad Orlicí – Lichkov;
- Deployment of ETCS in section Praha-Uhřetíněves - Praha hl. n. (excl.);
- Deployment of ETCS in section Milovice - Praha hl. n. (excl.);
- Deployment of ETCS in section Pardubice (excl.) - Hradec Králové (excl.);
- Deployment of ETCS in section Brno Horní Heršpice - Zastávka u Brna;
- Deployment of ETCS in section Votice - České Budějovice;
- Deployment of ETCS in section State border with Germany - Dolní Žleb - Kralupy nad Vltavou incl. upgrade of the railway section Děčín Východ - Děčín-Prostřední Žleb;
- Reconstruction of bridge over Labe river in section State border with Germany - Dolní Žleb - Kralupy nad Vltavou;
- Deployment of GSM-R and ETCS in section Hranice na Moravě - Horní Lideč – Střelná;
- Improving cybersecurity of the Railway Administration - Supervision and Control.
- Improvement of safety of approximately 300 level crossings, including closure of 32 level crossings;
- Replacement of level crossing P6532 in km 204,392 of the line Přerov – Olomouc by an overpass.

For the following schemes the analysis on whether they fall within the scope of Annex II of the EIA Directive and should be subject to screening has not yet been completed:

- Rehabilitation of the unstable section Valašská Polanka - Horní Lideč;
- Deployment of GSM-R in section Pardubice - Hradec Králové – Jaroměř (at this stage the competent authority concluded that the scheme is not likely to have significant impact on Natura 2000 sites and no assessment as per Article 6(3) of the Habitats Directive is needed);
- Improvement of safety of several additional level crossings that will be added to the scope of the project and have not been defined yet.



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### ***Impacts during construction***

The schemes included in the project consist of renewal, modernisation and upgrading of the existing infrastructure, such as repairs or reconstruction of civil engineering structures, earthworks (embankments and cuttings) and drainage, renewal of track superstructure elements (rails, sleepers, ballast and turnouts), modernisation of signalling, telecoms and energy supply installations, refurbishment or new construction of passenger or technical buildings. With the exception of the change of the alignment between the stations Čelákovice and Mstětice, these works will mostly be carried out within the existing right of way of the corresponding railway lines. Due to their nature, the negative impacts of the works are mostly limited to the construction phase. The environmental consents and the screening out prescribe the appropriate mitigation measures, such as limiting dust generation and noise during construction, appropriate location of the works base, restoration of the vegetation in the affected areas, use of culverts as fauna crossings, and monitoring of impacts during construction. In particular, the Promoter is required to ensure a supervision by a qualified specialist during the construction works in the “Karlštejn – Koda” Natura 2000 site.

For the Modernisation and completion of Masaryk railway station the competent authority granted the Promoter a derogation from the prohibition of the interference, injury and killing of specially protected species of animals and interference in their habitat for species bumblebee (*Bombus*) and Eurasian Jackdaw (*Corvus monedula*). The derogation is granted in accordance with Article 16 of the Habitats Directive and considering that there is no satisfactory alternative and the derogation is not detrimental to the maintenance of the populations of the species concerned. The derogation sets out certain conditions that the promoter will need to observe, in particular, restoration of the affected areas with honey plants, maintenance of appropriate records and reporting to the competent authorities.

### ***Impacts during operation***

In the operation phase, no substantial additional impacts comparing to the current situation are expected.

Overall, the project will have some positive environmental effects in comparison with the without project scenario, as it will contribute to at least maintaining and most likely increasing the modal share of rail versus road and air transport in the corridor, with environmentally favourable impact related to energy consumption, pollutants and green-house gas emissions.

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

The project is sensitive to the climate change, in particular to the risk of increase of precipitations and floods. The Promoter carried out an analysis of vulnerability to the climate change for different design components and, where relevant, the corresponding adaptation measures are included in the design.

### ***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 construction 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, therefore it is considered to be aligned with the resilience goal.

### **EIB Carbon Footprint Exercise**

The project is included on the following basis:

Estimated annual third party greenhouse gas emissions (vehicular use, from existing and induced demand) from the use of the project in an average year of operation over a 30-year assessment period:

- Forecast absolute (gross) emissions are 202,000 tonnes of CO<sub>2</sub> equivalent; and



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- Forecast emissions savings are 62,000 tonnes of CO2 equivalent.

The project assessment boundaries are:

- In the absolute case: the upgraded and modernised railway lines of a combined length of approximately 700 km;
- In the baseline case: the existing railway lines, and relevant roads of approximately the same length.

The forecasts in the baseline and absolute cases are based on Bank Services' project specific assumptions about the workload of rail services (freight and passenger trains) and energy efficiency of rail operations. In the baseline case, a portion of emissions from cars, buses and trucks is included using project specific emission factors, equivalent to those passenger or freight trips expected to shift from road to rail in the "with project" case.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

These forecasts may differ from those of the Promoter due to different assumptions, boundaries and baselines.

## **Social Assessment, where applicable**

### ***Land acquisition and resettlement***

The change of the alignment between the stations Čelákovice and Mstětice requires approximately 4.5 ha of additional mostly agricultural land. Some other schemes included in the project will require some marginal additional land take adjacent to the existing right of way.

The acquisition or expropriation of this agricultural land is carried out in accordance with the national legislation. No residential properties are affected and no resettlement is required.

### ***Transport safety***

The installation of ECTS will result in improvement of safety of the railway network and the improvements at level crossings will result in improvement of safety of both railway and road transport. Moreover, the project is expected to result in modal shift from road to rail and therefore to an improvement of the safety of the transport system in general.

### ***Accessibility***

The project will improve the accessibility of the railway transport for passengers. In particular, passenger buildings and platforms at stations and stops will be renovated in accordance with the current EU requirements for accessibility for persons with reduced mobility and persons with disabilities.

### ***Cultural Heritage***

The passenger buildings of the Prague Main and Pardubice stations are protected architectural monuments. The reconstruction of the buildings will be carried out in accordance with their status and preserving the relevant architectural elements.

Some of the schemes included in the scope of the project, in particular the modernisation Masarikovo station, are situated in archaeologically rich locations. The Promoter will implement archaeological surveys in accordance with the planned works phases, so that any archaeological findings are timely identified and dealt with in accordance with the instructions of the competent authorities.

## **Public Consultation and Stakeholder Engagement**

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For the components that are subject to EIA, the consultation of the relevant stakeholders and public consultation takes place as part of the EIA. For the components that are screened out, consultation of the relevant stakeholders is carried out as part of the screening procedure.

## Conclusions and Recommendations

The EIA procedures, including public consultation, have been carried out for the schemes that fall within the scope of the EIA Directive and the environmental consents and screening out decisions set out appropriate mitigation measures for environmental impacts during construction and operations. Several schemes included in the project due to their nature do not fall within the scope of the EIA Directive and do not require an EIA.

For the scheme that could potentially have significant impact on a Natura 2000 site an appropriate assessment as required by the Habitats Directive has been carried out. The assessment allowed setting out appropriate mitigation measures and the competent authorities concluded that with these measures in place the scheme will have no significant impact on the site. For several schemes the competent authorities concluded that considering the nature and location of works no significant impacts on Natura 2000 sites are likely and no assessment is necessary.

For the following schemes the Promoter will undertake to inform the Bank concerning the potential screening procedures or the need of an EIA and submit to the Bank the screening out decision or the EIA report and the environmental consent and confirmation of unlikelihood or absence of impact on Natura 2000 sites, as applicable.

- Rehabilitation of the unstable section Valašská Polanka - Horní Lideč;
- Deployment of GSM-R in section Pardubice - Hradec Králové – Jaroměř;
- Improvement of safety of several additional level crossings that will be added to the scope of the project and have not yet been defined yet.

The project is expected to contribute to modal shift from road and air to rail. The project is expected to have positive environmental impact in terms of safety, accessibility of transport (including access to stations and platforms for persons with reduced mobility), energy savings, air pollution and CO<sub>2</sub> emissions. The project's minor residual negative impacts during construction and operation, considering the planned mitigation measures, are acceptable. There are no substantial impacts during the operation phase.

Under the conditions indicated above the project is acceptable for EIB financing in environmental and social terms.