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Environmental and Social Data Sheet

Overview

Project Name:	CZECH RAIL TEN-T AND REGIONAL
Project Number:	2023-0914
Country:	Czech Republic
Project Description:	The project consists of upgrading, modernisation and renewal of multiple schemes of TEN-T and regional railway lines, as well as acquisition and modernisation of various maintenance vehicles and equipment used by rail infrastructure manager in Czech Republic.
EIA required:	Multi-scheme project, requirements vary
Project included in Carbon Footprint Exercise ¹ :	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 project consists of approximately 135 schemes that 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 different schemes encompassing renewal, modernisation and upgrading of existing conventional rail infrastructure as well acquisition of new vehicles and equipment for diagnostic and maintenance of the railway network. Due to the high heterogeneity of the schemes, the requirements concerning the Environmental Impact Assessment (EIA) can vary according to the scope of the works.

The majority of the infrastructure schemes included in the project will be implemented substantially within the existing right of way and due to their nature are not likely to have any significantly adverse effects on the environment; hence, most schemes are not likely to fall under the EIA Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU). Among the schemes that were already subjected to the environmental evaluation, only two schemes were assessed to fall under Annex I of the EIA Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU and for which a complete EIA was conducted, while eight schemes were assessed to fall under Annex II of the EIA Directive and have been screened out and one is currently undergoing the screening process.

The schemes related to the purchase of vehicles and equipment do not fall under either Annex I or Annex II of the EIA Directive; therefore, no EIA is required for them.

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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A limited number of schemes intersects or is in the vicinity of Natura 2000 sites and where necessary, an appropriate assessment of the potential impacts has been carried out or will be carried out for these schemes, as required by Article 6(3) of Directive 92/43/EC (the Habitats Directive).

The Promoter, Správa železnic, has extensive experience in implementing schemes of this nature. 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 ([EIA Information System](#)).

The following table summarises the information concerning the environmental procedures for the schemes that fall within Annex I or within Annex II of the EIA Directive and the issuance date of the environmental consents or screening out decision.

SZ code	Description	EIA required	Environmental Authority Decision	Natura 2000 evaluation
PRIORITY 1 - TEN-T				
MAJOR PROJECTS TEN-T (NOMINAL ACTIONS)				
5003520040	Rail Network Quality Enhancement of the line Brno-Přerov, 5th construction Kojetín - Přerov	Yes	MZP/2022/570/116 2 dated 12/08/2022	Assessed, no significant impacts
5323520027	Modernization of the Horažďovice line (excluding) – Plzeň Koterov (excluding)	Yes	MZP/2021/520/138 1 dated 01/11/ 2021	significant impact not likely
5003520048	Rail Network Quality Enhancement of the railway section Chomutov (excluding) – Kadaň-Prunéřov (inclusive)	screened out	MZP/2024/221/332 dated 06/03/2024	significant impact not likely
5213520035	Rail Network Quality Enhancement of the railway section Kutná Hora (excluding) – Kolín (excluding)	screened out	MZP/2021/500/201 1 dated 30/08/2021	significant impact not likely
5113520032	Extension of stabling capacities of the county - Malletova locality	screened out	MZP/2024/210/105 4 dated 15/03/2024	significant impact not likely
5613520017	Rail Network Quality Enhancement of the railway section Žďár nad Sázavou (excluding) – Sázava u Žďáru (excluding)	screened out	MZP/2022/560/154 7 dated 13/ 09/2022	significant impact not likely
PRIORITY 2 NON TEN-T				
MAJOR PROJECTS NON TEN-T (NOMINAL ACTIONS)				
5313730008	Optimization and electrification of the line České Velenice (excluding) - Veselí nad Lužnicí (excluding)	screened out	MZP/2021/510/129 0 dated 03/09/2021	significant impact not likely
5423520061	Increasing passage capacity in the line section Počeradý - Obrnice (excluding)	Screening on-going	N/A	significant impact not likely
5003730006	Rail Network Quality Enhancement of the line Chlumec nad Cidlinou - Trutnov	screened out	2228/ZP/2014 dated 10/04/2014	significant impact not likely
5323530004	Rail Network Quality Enhancement and electrification of the line Nýřany - Heřmanova Hut'	screened out	PK-ŽP/4474/21 dated 08/03/2021	significant impact not likely
5213520033	Relocation of the railway line in the section Stochov - Nové Strašecí	screened out	MZP/2020/500/149 8 dated 16/10/2020	significant impact not likely

For the following schemes included in the project, the competent Authority indicated that, due to their location and the scope of the works, they do not need to be subjected to environmental assessment and significant impacts on Natura 2000 sites are not likely and no assessment as per Article 6(3) of the Habitats Directive is needed:

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SZ code	Description	EIA required	Natura 2000 evaluation
PRIORITY 1 - TEN-T			
RAIL NETWORK QUALITY ENHANCEMENT			
5533110019	Cycle track renewal in the section Choceň (incl.) - Pardubice	out of EIA scope	Significant impact not likely
5533110018	Cycle track renewal in the section Pardubice (excl.) - Kolín (excl.)	out of EIA scope	Significant impact not likely
5213120064	Cyclic renewal of catenary in the section Lysá nad Labem (excluding) – Stará Boleslav (excluding)	out of EIA scope	Significant impact not likely
5423120061	Cyclic overhead line renewal in the section Úpořiny - Ohnič	out of EIA scope	Significant impact not likely
5713120026	Cyclic renewal of the line Hranice na Moravě město – Hustopeče nad Bečvou	out of EIA scope	Significant impact not likely
5213110014	Cyclic renewal of the line in the section Praha-Hostivař – Votice	out of EIA scope	Significant impact not likely
5533110001	Cyclical renewal of catenary and lighting in the entry group of the railway station Česká Třebová	out of EIA scope	Significant impact not likely
5003110019	Cyclic renewal of the line I and II transit corridor in the section Brno - Břeclav - Nedakonice	out of EIA scope	Significant impact not likely
5623110036	Cyclic renewal of tracks and switches at the railway station Břeclav	out of EIA scope	Significant impact not likely
RAIL MODERNISATION ACTIONS UP TO 10 MILLION EUR TEN-T			
5533520007	Rail Network Quality Enhancement of the premises of the Fire Rescue Service Česká Třebová	out of EIA scope	Significant impact not likely
5423520054	Rail Network Quality Enhancement of the passenger building of the railway station Lovosice	out of EIA scope	Significant impact not likely
5413520033	Premises of the Fire Rescue Service Cheb	out of EIA scope	Significant impact not likely
5323520064	Premises of the Fire Rescue Service Plzeň	out of EIA scope	Significant impact not likely
5423520085	Premises of the Fire Rescue Service Ústí nad Labem	out of EIA scope	Significant impact not likely
5423520071	Rail Network Quality Enhancement of bridges on km 518.498 and 518.962 TÚ Praha Masarykovo n. - Děčín main station	out of EIA scope	Significant impact not likely
5213520070	Rail Network Quality Enhancement of the passenger building of the railway station Čáslav	out of EIA scope	Significant impact not likely
MAJOR PROJECTS TEN-T (NOMINAL ACTIONS)			
5623520030	Rail Network Quality Enhancement of the railway station Tišnov	out of EIA scope	Significant impact not likely
5713520042	Extension of CDP Přerov - new building	out of EIA scope	Significant impact not likely
5623520025	Construction of a nodal traction substation Brno-Černovice	out of EIA scope	Significant impact not likely
5723520036	Increasing the power availability of the Nedakonice substation in the AC 25 kV system	out of EIA scope	Significant impact not likely
5423510008	Rehabilitation of the railway substructure Lovosice - Bohušovice	out of EIA scope	Significant impact not likely

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SZ code	Description	EIA required	Natura 2000 evaluation
5813520018	Rail Network Quality Enhancement of level crossing P6501 on km 245.044 of the line Píerov - Bohumín	out of EIA scope	Significant impact not likely
5423520028	Reconstruction of the passenger building at Teplice railway station - 2nd stage	out of EIA scope	Significant impact not likely
5113520034	Complex reconstruction of the ceiling of the new check-in hall of the railway station Praha hl.n. - 1st stage	out of EIA scope	Significant impact not likely
5813520029	Construction of a hall for measuring vehicles of fixed traction equipment - Bohumín	out of EIA scope	Significant impact not likely
PRIORITY 2 NON TEN-T			
SIMPLE RECONSTRUCTION NON TEN-T			
5213120044	Simple reconstruction of the line in the section Zdice – Příbram	out of EIA scope	Significant impact not likely
5523120021	Simple reconstruction of the line in the section Police nad M. - Teplice nad M.	out of EIA scope	Significant impact not likely
5313130026	Simple reconstruction of the line in the section N. Pec – Č. Kříž	out of EIA scope	Significant impact not likely
5813120070	Simple reconstruction of the line in the section Milotice nad Opavou – Brantice	out of EIA scope	Significant impact not likely
5413130014	Simple reconstruction of the line in the section Nové Hamry – Pernink	out of EIA scope	Significant impact not likely
5423130017	Simple reconstruction of the line in the section Louny – Radonice nad Ohří	out of EIA scope	Significant impact not likely
5513120010	Simple reconstruction of the line in the section Krásná Studánka – Mníšek u Liberce	out of EIA scope	Significant impact not likely
5313130024	Simple reconstruction of the line in the section Černý Kříž – Nové Údolí	out of EIA scope	Significant impact not likely
5623120025	Simple reconstruction of signalling equipment at the railway station Sokolnice-Telnice	out of EIA scope	Significant impact not likely
5613130044	Simple reconstruction of signalling equipment at the railway station Nové Město na Moravě	out of EIA scope	Significant impact not likely
5713120038	Simple reconstruction of the line in the section Prostějov – Olomouc	out of EIA scope	Significant impact not likely
5723130003	Simple reconstruction of the line in the section Kunovice – Hradčovice	out of EIA scope	Significant impact not likely
5313130069	Simple reconstruction of the line in the section Bavorov – Chroboly	out of EIA scope	Significant impact not likely
RAIL MODERNISATION ACTIONS UP TO 10 M EUR NON TEN-T			
5313520028	Rail Network Quality Enhancement of the bridge on km 1.279 of the line Tábor – Bechyně	out of EIA scope	Significant impact not likely
5213520087	Rail Network Quality Enhancement of the bridge on km 5.703 of the line Čelákovice - Neratovice	out of EIA scope	Significant impact not likely
5423520075	Rail Network Quality Enhancement of the bridge on km 101.816 of the line Praha-Bubny - Chomutov	out of EIA scope	Significant impact not likely
5613520052	Rail Network Quality Enhancement of the bridge on km 138.187 TÚ 1201 on the line Znojmo - Okříšky	out of EIA scope	Significant impact not likely
5423520074	Rail Network Quality Enhancement of the bridge on km 26,000 of the line Kaštice - Kadaň	out of EIA scope	Significant impact not likely

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SZ code	Description	EIA required	Natura 2000 evaluation
5213530005	Increasing the stability of rock massifs on the lines Chotětov - Mladá Boleslav and Mladá Boleslav město	out of EIA scope	Significant impact not likely
5313520031	Rail Network Quality Enhancement of the bridge on km 21.510 of the line Tábor - Písek	out of EIA scope	Significant impact not likely
5513520041	Rail Network Quality Enhancement of the bridge on km 8.988 of the line Martinice v Krkonoších - Rokytnice nad Jizerou	out of EIA scope	Significant impact not likely
5513520033	Rail Network Quality Enhancement of the Dolnolučany Tunnel on the Line Liberec - Harrachov	out of EIA scope	Significant impact not likely
5213520086	Rail Network Quality Enhancement of the bridge on km 48.289 of the Podlešín-Slaný line (Podlešín Viaduct)	out of EIA scope	Significant impact not likely
5513520016	Rail Network Quality Enhancement of a culvert on km 159.434 of the line Stará Paka - Liberec into an underpass	out of EIA scope	Significant impact not likely
5423520087	Rehabilitation of the railway substructure on the line Varnsdorf – Seifhennersdorf (DB) on km 12.288 – 12.7	out of EIA scope	Significant impact not likely
5523530019	Rail Network Quality Enhancement of the operating point in Teplice nad Metují město	out of EIA scope	Significant impact not likely
5423520086	Rehabilitation of the railway substructure on the line Děčín - Jedlová on km 25.880 – 25.980	out of EIA scope	Significant impact not likely
5813520068	Rail Network Quality Enhancement of level crossing P4410 in km 1.458 of the line Třemešná ve Slezsku (excluding) - Osoblaha (inclusive)	out of EIA scope	Significant impact not likely
5813520036	Rail Network Quality Enhancement of the bridge on km 110.701 of the line Krnov - Opava východ	out of EIA scope	Significant impact not likely
MAJOR PROJECTS NON TEN-T (NOMINAL ACTIONS)			
5523730001	Increasing the capacity of the line Týniště n. O. - Častolovice - Solnice, part 3	out of EIA scope	Significant impact not likely
5513720006	Rail Network Quality Enhancement of the railway station Chrastava	out of EIA scope	Significant impact not likely
5513520012	Capacity increase of the line in the section Turnov - Železný Brod	out of EIA scope	Significant impact not likely
5523520024	Electrification of the line Týniště n. O. – Častolovice – Solnice	out of EIA scope	Significant impact not likely
5003520232	Establishment of the railway station Česká Metuje	out of EIA scope	Significant impact not likely
5523720004	Improvement of operating parameters of the line Jaroměř - Stará Paka	out of EIA scope	Significant impact not likely
5513720005	Rail Network Quality Enhancement of the railway station Hrádek nad Nisou	out of EIA scope	Significant impact not likely
5323520028	Rail Network Quality Enhancement of the passenger building at the railway station Klatovy	out of EIA scope	Significant impact not likely
5723520025	Rail Network Quality Enhancement of the railway station Bystřice pod Hostýnem	out of EIA scope	Significant impact not likely

For the schemes for which 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, the Promoter will be required to submit evidence of completion of the corresponding procedures prior to the commencement of the corresponding works.



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Impacts during construction

The main project negative impacts will be those related to the construction phase, such as dust, noise and vibration, nuisance to passengers and track-side dwellers. The environmental consents and the screening out decisions, as well as the design documentation for every scheme include the necessary mitigation measures, whose implementation and effectiveness will be monitored by the Promoter throughout the implementation.

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 the improvement of quality and reliability of railway services and thus to the increase of the modal share of rail versus road transport in the corridors, 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 Ministry of Transport of the Czech Republic has commissioned the study "Expert evidence to take into account the impacts of climate change in transport infrastructure projects" that was executed by the Czech Hydrometeorological Institute (CHMI) in collaboration with the Charles University, Faculty of Mathematics and Physics and published in July 2017. With reference to the outcomes and recommendations from this study, the Promoter carries out the relevant analyses for each project on the case-by-case basis and 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 modernisation of electrified railway sections on core and comprehensive TEN-T and non-electrified railway sections pertaining to regional lines, accounting for zero direct emission or low emissions transport, therefore it is considered to be aligned with the low carbon goal.

In the case of this project, 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 consists of multiple schemes of different size and nature with no attributable impact on GHG emissions for several of them.

Therefore, the GHG emission calculation was conducted for the largest schemes representing over 50% of the total project cost listed in the table below:

MAJOR PROJECTS (NOMINAL ACTIONS) ON TEN-T LINES	
5003520040	Rail Network Quality Enhancement of the line Brno-Přerov, 5th construction Kojetín - Přerov
5713520042	Extension of CDP Přerov - new building
5623520025	Construction of a nodal traction substation Brno-Černovice
5323520027	Modernization of the Horažďovice line (excluding) – Plzeň Koterov (excluding)
5413520020	Rail Network Quality Enhancement of the railway section Karlovy Vary (excluding) – Nové Sedlo u Lokte (inclusive)
5003520048	Rail Network Quality Enhancement of the railway section Chomutov (excluding) – Kadaň-Pruněřov (inclusive)
5623520030	Rail Network Quality Enhancement of the railway station Tišnov



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MAJOR PROJECTS (NOMINAL ACTIONS) ON REGIONAL LINES	
5313730008	Optimization and electrification of the line České Velenice (excluding) - Veselí nad Lužnicí (excluding)
5523730001	Increasing the capacity of the line Týniště n. O. - Častolovice - Solnice, part 3

The project is included in the Carbon Footprint Exercise on the following basis:

Estimated annual emissions of project in a standard year of operation:

- Estimated absolute (gross) emissions are 68,000 tonnes of CO₂ equivalent/year;
- Estimated emissions savings are 44,000 tonnes of CO₂ equivalent/year.

The project assessment boundaries are:

- In the absolute case: the upgraded and modernised railway sections of an approximate total length of 90 km;
- In the baseline case: the existing railway and road sections 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 land acquisition for the project is very limited, as most of infrastructure renewal and upgrading interventions will be carried out within the existing right of way of the corresponding railway lines. Only a limited number of railway upgrading interventions that include doubling of existing railway sections or road diversions for level crossing elimination might require some additional land take adjacent to the existing right of way, which is in any case for very limited extensions. The land to be acquired is mostly agricultural land. To a very limited extent, some residential properties and businesses are affected and resettlement is required.

The land acquisition is carried out in accordance with the national legislation. Compensation measures are foreseen for resettlement of affected people and businesses.

Transport safety

The installation of ETCS train protection system, together with improvements of level crossings, through the installation of barriers or their replacement with grade separated 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 in an improvement of the safety of the transport system in general.

Accessibility

The project comprises the upgrading of approximately 46 stations. In particular, passenger buildings and platforms at stations as well as underpasses will be renovated in accordance with the current EU requirements, including for accessibility for persons with reduced mobility and/or disabilities.



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Cultural Heritage

Some of the passenger station buildings that will be refurbished with the project are historic heritage buildings and protected architectural monuments. This is the case for the station buildings in Prague Main, Teplice, Klatovy, Martinice-Krkonoších, Jaroměř, Ostrava – Vítkovice, Hodonín and Jihlava. The Františkovy Lázně station building is located in a UNESCO World Heritage site. The reconstruction of the buildings will be carried out in accordance with their status and preserving the relevant architectural elements.

Public Consultation and Stakeholder Engagement

For the components that are subject to EIA, the consultation of the relevant stakeholders and public consultation takes place as part of the EIA procedure. 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 project is expected to include around 135 schemes with different EIA requirements.

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 schemes 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 the schemes for which the environmental procedures have not yet been completed 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.

The project is expected to contribute to modal shift from road to rail and 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 CO2 emissions. The residual negative impacts of the project during the construction and operation are limited and partly offset by the expected improvement of reliability, efficiency and safety of the railway services and the consequent contribution to preventing a modal shift towards road.

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