

Environmental and Social Data Sheet

Overview

Project Name:	OPTIMISATION OF BEROUN-ZBIROH-ROKYCANY LINE
Project Number:	2011-0585
Country:	Czech Republic
Project Description:	The project consists of the optimisation and modernisation of a double track railway section with a total length of 45 km, located on Railway Corridor III west of Prague between Beroun and Rokycany.
EIA:	Required <input checked="" type="checkbox"/> Not required <input type="checkbox"/>

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project is part of the modernisation of the railway line between Prague and the German border in the West via Plzeň and Cheb. The project comprises the complete reconstruction of the superstructure and substructure, including new catenaries and traction energy systems; the reconstruction of railway stations and stops; a significant correction of the alignment in 4 different locations as well as the relocation and reconstruction of the 324 m long cut-and-cover tunnel near Osek.

The project is part of 2007-2013 Operational Programme Transport (OPT) for the Czech Republic. The assessment of the environmental effects of the OPT was carried out in accordance to the SEA Directive, and its outcome included key conditions for the approval, gave environmental indicators and provided a general monitoring system for individual projects.

The EIA for the project has been done in two parts: one the section Beroun-Zbiroh and one for Zbiroh-Rokycany. The works on the section Beroun-Zbiroh fall under Annex I of EIA Directive, as they include some realignment. The section Zbiroh-Rokycany falls under Annex II of the EIA directive, and was screened out by the Competent Authority. The promoter decided however to execute a full EIA for both sections. The EIA process was executed in accordance with the applicable legislation – Act 100/2001 Coll. on the Environmental Impact Assessment as amended by Act No. 93/2004 Coll. There is no impact on Nature Conservation areas, as was confirmed by the Competent Authority.

The project will make rail transport more attractive and better positioned to face modal competition from road, and thus contribute to reducing the environmental impacts of interurban transport. The project will also enhance railway safety.

Environmental and Social Assessment

Environmental Impact and Mitigation

The project has been procured and implemented in two parts: Beroun-Zbiroh and Zbiroh-Rokycany. Environmental and building permits have been obtained for each part separately.

Due to the significant correction of the alignment on the section Beroun-Zbiroh (which concerns 7.5 km out of the total 23.3 km), this section of the project is classified under Annex I of the EIA Directive. The promoter therefore completed an EIA. The assessment started on 4 August 2005 with the presentation and distribution to the relevant parties of the project documentation and ended on 21 February 2006 with a public hearing. Based on the Opinion

and public discussion proceedings, the Ministry of the Environment issued, on 3 April 2006, an affirmative statement (EIA Decision) under ref. no. 25994/ENV/06. Other relevant documentation, such as the planning and building permits have been approved in 2 parts, on 22 May 2006/9 October 2007 and on 19 March 2009/ 24 September 2009, by the competent authorities. Following the accomplishment of these procedures, the EIA process can be considered fulfilled and achieved.

The works on the section between Zbiroh and Rokycany follow the existing alignment of the railway and therefore this section falls under Annex II of the EIA Directive. Although EIA for the project was initially screened out by the Competent Authority (on 30 December 2003), the developer voluntarily continued the EIA process with the consent of the Ministry of Environment to do so. In 2005, documentation was drawn up by the competent entity, and on 12 June 2006 a public hearing was held. The Plzeň Regional Authority Environment Department then issued a positive opinion on the EIA for the project. The building permit for the project was issued by the Building Division of the Railway Authority on 18 May 2009.

The potential adverse identified effects consisted during construction of air pollution, higher noise and vibration as well as of exposure of land surfaces to contamination and waste. During the operation phase, the main impacts are increased noise disturbance due to higher speeds, and traffic circulation issues. As part of the result of the comprehensive screening exercise, mitigation measures were proposed and implemented. Key measures included noise reduction (noise barriers), an efficient waste management and the protection of public interests (such as traffic safety, rescue arrangements and fire prevention).

NATURA 2000 sites or other protected territories/zones are not interfered with directly by the railway line. The nearest sites are SCI "Lounín" located at 1 km distance from the railway line and the Rokycany-Vojenské Cvičiště area, also at appx.1 km. The Natura 2000 declaration has been issued by the Ministry of Environment of the Czech Republic, Department of International Protection of Diversity on 12 February 2007 for Zbiroh-Rokycany and on 18 April 2007 for Beroun-Zbiroh.

Other Environmental and Social Aspects

The Project requires only limited land acquisition. The main impacts are due to the re-alignments of the tracks in the section Beroun-Zbiroh, which require 14.7 ha of agricultural land and 12.2 ha of forest land.