

Environmental and Social Data Sheet

Overview

Project Name: Beskyd Railway Tunnel
 Project Number: 20110053
 Country: Ukraine
 Project Description: Construction of 1.8 km rail tunnel on Pan European Corridor V in south west Ukraine

EIA required: YES
 Project included in Carbon Footprint Exercise¹: NO

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

The project entails the construction of a new section of long distance rail line. Therefore, if situated in the EU, the project would fall under Annex I of the Environmental Impact Assessment (EIA) Directive 2011/92/EU and a full EIA procedure is required. An Environmental Assessment was performed in 2007. This examined alternatives and identified the main impacts and likely mitigants. As the project is being implemented through a design and build works contract, in accordance with national law, the contractor prepared a final EIA report as part of the final designs. This final EIA has been submitted to the Competent Authority whose approval will be a condition for EIB loan disbursement. The final EIA report and NTS have been published on the Bank's website.

The footprint of the project is almost exclusively underground with very limited new land take outside the two portals. No residential resettlement is expected. Negative environmental impacts are therefore largely temporary and can be mitigated with good construction practice.

The northern portal of the project is located about 4 km from the Yavirnyk Forest Nature Reserve. No negative impact on this or other protected areas and species have been identified. The Bank will seek a formal opinion of the Competent Authority for Nature Conservation prior to disbursement (Form A/B equivalent).

Overall, the project's impacts on the environment during construction and operation are expected to be limited. Transport related GHG emissions are also expected to decrease as a result of reduced trip lengths (by avoiding the potential diversion of rail traffic to longer routes) as well as modal shift from road to rail, particularly of containers which are not allowed to pass through the existing tunnel due to its restricted, sub-standard cross section.

The project arrangements are compliant to the EIB Statement of Environmental and Social Principles and Standards.

Environmental and Social Assessment

Environmental Assessment

The project is an isolated investment on the existing Extended TENT twin track rail corridor between Kiev and the EU border at Chop. No other related investments are expected. Therefore, the project does not need to be considered in terms of potential cumulative impacts and the provisions of the SEA Directive 2001/42/EC do not apply.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

The EIA procedure was performed under the provisions of Ukrainian Law. In 2007, an Environmental Assessment was undertaken describing the alternatives considered; the existing situation; an assessment of the main project impacts during construction and operation; and a description of the proposed mitigants. The report also included an outline a management plan.

The landscape immediately outside the portals is grazing/forest land on which there are limited buildings for railway operations only. As such, the main potential impacts are: (i) permanent and temporary conversion of land (about 2.5 ha in permanence and 3.5 ha temporary use); (ii) the generation of waste materials; (iii) the use of scarce materials; (iv) changes to ground and surface water; (v) incremental noise and vibration due to higher speeds and larger traffic volumes; and (vi) fire, accident and hazardous cargo risk in a confined rail tunnel. The tunnel will be constructed from its northern/eastern end and the main work camp will be located there, adjacent to the existing station.

Most mitigants are related to managing construction impacts and risks (in particular working in confined spaces). Mitigants during operation relate to: the management of fire/accident in the tunnel (provision of ventilation and smoke exhaust system, niches, safety chambers and three cross passage to allow access to the old tunnel as an emergency exit); drainage and waste-water treatment; slope protection and landscaping.

In accordance with Ukrainian law, the full EIA procedure, including public disclosure, can only be completed once detailed designs are ready. As the project is being implemented through a design and build works contract, the main contractor prepared the final designs against which the final EIA was prepared and submitted to the Competent Authority.

The 2007 EA and the 2012 EIA were published by the promoter. A summary statement of the effects of the project and proposed mitigants was placed in the local press in November 2012. Administrative consultation has been performed with the local authorities, including the village authorities immediately adjacent to the tunnel entrance. No comments from the general public have been recorded in the project documentation to date.

Loan Disbursement Conditions

The Bank shall seek the following conditions of disbursement:

- Promoter shall provide a copy of the final approval of the Competent Authority for the project EIA.
- Promoter shall provide a copy of the opinion of the Competent Authority for Nature Conservation on the project's impact on protected areas and species.