

## Environmental and Social Data Sheet

### Overview

Project Name:	BUDAPEST-ESZTERGOM RAILWAY RECONSTR I
Project Number:	2012-0509
Country:	HUNGARY
Project Description:	Budapest - Esztergom Railway Line Reconstruction, Phase I: The project concerns (i) the upgrading of the railway infrastructure between the Northern Railway Danube bridge (excl) and Piliscsaba (approx. 21 km) and (ii) the rehabilitation of the Piliscsaba-Esztergom line section (approx. 22 km). The project provides capacity increase with an additional track (doubling) to be constructed with a total length of approx.15 km.
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")

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

Some sections of the project fall under Annex I of Directive 2011/92/EU where full EIA was needed, while the other sections of the project fall under Annex II where the relevant Competent Authority decides on a case-by-case basis whether a full EIA has to be carried out or not.

For the first section an Environmental Impact Assessment was performed based on the formal requirement issued in October 2008. The respective environmental permit was issued in December 2009. For the other sections on the basis of the preliminary environmental study, the Competent Authority decided to screen-out these sections of the project from completing a full EIA procedure in March 2010. The European Commission has approved the related application for funding from the Cohesion Fund. On this basis, the EIA process is acceptable for the Bank.

The project is situated directly next to several Natura 2000 sites. However, the Competent Authorities stated in their declarations that the project is not likely to have a significant impact on Natura 2000 sites. Nevertheless, ecological monitoring was recommended in the Natura 2000 areas situated in the vicinity of the alignment (during construction).

Due to the predominantly urban characteristics of the project, negative environmental impacts are expected to be limited to the construction phase. Such temporary impacts include local air pollution, noise and traffic disruption. However, the project will improve the attractiveness of the rail service thus contributing to public transport maintaining or increasing its modal share resulting in a reduced impact of the transport system on the environment. The project is therefore expected to have a positive overall environmental impact.

### Environmental and Social Assessment

#### Environmental Assessment

The 2007-2013 Transport Operational Programme (TOP) for Hungary, under which the project was presented, underwent a Strategic Environmental Assessment (SEA) procedure and the environmental effects were assessed.

The EIA process was executed in accordance with the applicable legislation, notably the Habitats Directive 92/43/EEC and the EIA Directive 2011/92/EU, transposed in the Republic of Hungary into the Act on the Environmental Impact Assessment. In Hungary, the

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

implementation of the EIA process is prescribed by the Gov. Decree No. 314/2005. (XII.25.), which is in force since January 1, 2006.

From an environmental point of view the project consists of two separate parts:

- Northern Railway Duna Bridge-Piliscsaba station (incl.), under Annex I of the Directive 85/337/EEC, and
- Piliscsaba station (excl.)-Esztergom (incl.), under Annex II of the Directive 85/337/EEC.

The main reason for this separation was the construction of new railway track segments with a total length of 14.7 km (doubling of the existing track between the Northern Railway Duna Bridge and Pilisvörösvár plus the new double track of Terranova traffic turnout).

For the first section, a preliminary environmental study was submitted to the Middle-Danube-Valley Inspectorate for the Environment, Nature and Water as Competent Authority on 30<sup>th</sup> November 2007. A statement decision was issued on 8th October 2008 by the CA formally requesting the execution of an Environmental Impact Assessment (EIA). Based on the environment impact study the respective environmental permit was issued by the Competent Authority on 1st December 2009. The environmental permit provides the decision on the final alignment and stipulates the requirements related to waste, air protection, noise protection, water protection, nature protection and operation.

For the other sections, the preliminary environmental study was prepared in November 2009. In the request, the National Infrastructure Developing Ltd (NIF) set out that it had considered the proposed development against the criteria contained within the EIA regulations, and that it had determined that few significant impacts were likely to occur. Further, it was concluded that the potentially significant impacts were construction related and that they could be addressed by use of appropriate mitigation. The Competent Authority, therefore determined that an EIA was not required and issued its screening-out opinion in March 2010. In the Decision, particular measures were required for the further planning and implementation of the project (water protection, nature protection, waste treatment, noise protection).

A non-technical summary of the environmental impact study of the Northern Railway Danube Bridge (excl) - Piliscsaba section has been provided and published on the EIB's webpage.

#### **Habitat Areas**

The project is situated directly next to several Natura 2000 sites: "Mountains of Buda" (reference: HUDI20009), "Pilis and Visegrad hill" (ref: HUDI10002), "Piliscsaba Magdolnavölgy and Pilisjászfalu" (ref: HUDI20039) and "Danube and its flood basin" (ref: HUDI20034). The impact on Natura 2000 sites has been carefully assessed during the environmental permitting procedure on the basis of the preliminary environmental impact studies. Respective requirements have been stipulated in the environmental permit. The Competent Authorities stated in their opinions that the project would not have a significant negative impact on species or habitats of community interest, as well as on marking habitats and species of the Natura 2000 site "Mountains of Buda" (ref. HUDI20009). However it results in the reduction of the territory of biotope types of community importance. Ecological monitoring was recommended in the Natura 2000 areas situated in the vicinity of the alignment during construction. Forms A have been provided to the Bank.

#### **Environmental Impacts**

The main environmental impacts are generated from noise emission of the increased train traffic and speed. Other impacts are not expected to change significantly compared to the present condition. Therefore, the basic conditions of air quality, soil, surface and ground water were not needed to be determined during the impact assessment. The potential adverse identified effects will occur mainly during the construction phase, including air pollution, noise & vibration, exposure of land surfaces to contamination and compaction. These and other impacts have been assessed as minor and temporary.

All contractors were required to arrange an Environmental Mitigation Plan. The EMP sets out the minimum environmental measures and controls that will be implemented by the contractor to minimise the potential environmental impacts of the works. The EMP forms a contractual document that the contractor has to adhere to, and the promoter will undertake periodic monitoring to ensure this compliance.

The Project will contribute to sustainable objectives by making rail transport more attractive and better placed to face modal competition from road. The project will also enhance railway safety with reducing the number of the level crossings and improving the signalling system.

Other favourable project impacts include higher train speeds leading to improved services with shorter journey times for commuter traffic using the railway.

### **Public Consultation and Stakeholder Engagement, where required**

For the first section, a public consultation was carried out under the EIA process. The EIA, as well as the Non-technical Summary (NTS) had been made available to the public and the respective authorities and municipalities in particular. The specific comments had been summarised in the permit. The procedure was announced by the CA, as well as in the daily newspaper. A public hearing was held on the premises of the Local Government of Solymár on 13th May 2009.

For the other sections, both the preliminary impact assessment and the Competent Authority's decision were submitted to the relevant expert authorities and the affected local governments. In line with the legal regulations the Competent Authority published the information and called the notaries of the affected local governments to give information to the affected people by means of communication generally used at the municipality level.