

## Environmental and Social Data Sheet

### Overview

Project Name: RAILWAY TRACK NOVE MESTO NAD VAHOM-ZLATOVCE  
 Project Number: 2012-0214  
 Country: Slovakia  
 Project Description: Modernisation of railway track Nové Mesto nad Váhom - Zlatovce

EIA required: yes

Project included in Carbon Footprint Exercise<sup>1</sup>: no

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

The project, modernisation of an existing railway, falls under Annex II of the EIA Directive Directive 2011/92/EU, being subject to an EIA depending upon the decision of a screening procedure, determined by the competent authorities. The Ministry of Environment of the Slovak Republic, as the Competent Authority (CA) determined that the project would be subject to EIA under national regulations prevailing in 2002 (the national EIA Act 127/1994 further amended and completed by Act 391/2000) and an EIA was carried out and approved in 2003 for the complete Nové Mesto nad Váhom – Púchov section. The project is not expected to impact upon Natura 2000 areas, as has been confirmed by the Competent Authority.

The project is expected to contribute to an overall improvement of the urban environment by encouraging the use of rail transport for both passengers and freight, also reducing private car usage and road freight. Environmental mitigation measures are being implemented in order to minimise negative impacts of the construction to the environment, like noise-protection walls, dewatering of the railway body, etc., in accordance with the Environmental decision and the building permit. The scope of works included a new 1,8 km railway tunnel under the nature preservation area “Turecký Vrch”, which was included to avoid any negative impact on the “Turecký Vrch”.

### Environmental and Social Assessment

#### Environmental Assessment

The Project comprises the section Nové Mesto nad Váhom – Zlatovce, planned to be executed in two stages (stage I, which deals with section Nové Mesto nad Váhom – Trenčianske Bohuslavice (km 100,500 – 105,245), and stage II, which forms a continuation and deals with section Trenčianske Bohuslavice – Zlatovce (km 105,245 – km 118,200). The Project is part of the overall “Modernization of the railway Nové Mesto nad Váhom – Púchov, km 100,500 – 159,100 for the track speed up to 160 km/h” (section of the integrated rehabilitation programme that has been established for the North-South line). This overall modernisation programme is included in the Operational Programme – Transport 2007 – 2013, which was subjected to SEA, concluded in February 2007.

<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.

As part of the EIA process, different alternatives have been analyzed, discussed and the preferred option has been recommended and approved by Ministry of Environment. Relevant for the project is the recommended "variant B" which comprises the construction of a Turecký Vrch tunnel to minimise the likely negative impact of the project on the natural protected area Turecký vrch. The EIA decision contains conditions and mitigation measures that have been further observed during the subsequent approval process.

In addition, the section of railway related to the current application (Nové Mesto nad Váhom – Zlatovce) was also subject to a zoning decision and building permit, for which additional assessments and approvals were obtained, including consultation with responsibilities within environmental sector. All conditions imposed in EIA decision were taken into consideration in the building permits, which were all approved in the period 2006-2009.

There are no Natura 2000 sites in the vicinity of the project area. The closest site (pSCI Kobela –SKUEV0379) is located ca 1 km west from the project. The Competent Authority provided an Annex I form to the bank, confirming that there is no significant impact.

### **Public Consultation and Stakeholder Engagement**

The EIA carried out in 2002 for the complete Nové Mesto nad Váhom – Púchov section has been subject to public participation, including a technical review carried out by an independent EIA expert. The public and other public authorities with responsibilities in the environmental sector were involved in the environmental decision-making process, being informed and consulted (public hearings were organised in each affected municipality) during the entire process. Also the issuance of the zoning decision and building permit were subject of public consultation and consultation with other relevant local authorities with responsibilities within environmental sector.