

Environmental and Social Data Sheet

Overview

Project Name: R4 Kosice – Milhost
 Project Number: 2014-0119
 Country: Slovakia
 Project Description: The project consists of the construction of a new 14.2 km section of the R4 expressway between Košice and Milhost in Slovakia.

EIA required: yes

Project included in Carbon Footprint Exercise¹: 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

The project was included in the strategic environmental assessment, according to Directive 2001/42/EC, carried out as part of the Operational Transport Programme 2007-2013 for Slovakia. The project is a class of development that falls under Annex I of the environmental impact assessment (EIA) Directive 2011/92/EU and subject to the full procedure. The EIA was completed in 2004. A Territorial Decision was issued in 2007 and Building Permits in 2010 and 2011.

The project will divert strategic traffic away from the existing national roads in-scope of the motorway. This will lead to localised improvement in air quality, vibration, noise pollution and severance for certain communities as well as improvement in safety. The project presents the normal residual impacts for linear infrastructure and the design includes mitigation measures. Monitoring is stipulated prior, during and after construction.

The project passes through a special protected area. In 2008 the competent authority issued a declaration that the project is not likely to have any significant negative impact on sites of nature conservation importance. The declaration was further updated in 2010 and 2011. In 2013 an appropriate assessment was undertaken by the competent authority in accordance with Article 6.3 of the Habitats Directive 92/43/EEC and re-concluded that the project would not have a significant negative impact on nature conservation areas. The project was subject to EIA from a trans-boundary perspective (Espoo Convention) and included consultation with Hungarian authorities.

The project is acceptable in relation to environmental and social issues.

Environmental and Social Assessment

Environmental Assessment

Compliance with applicable Environmental Legislation

The project was originally developed prior to the requirements of the strategic environmental assessment (SEA) Directive 2001/42/EC. As part of the Operational Transport Programme

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.

2007-2013, the project was included in the programme SEA – as approved by the Ministry of Environment in 2007.

The project is a class of development that falls under Annex I of the environmental impact assessment (EIA) Directive 2011/92/EU. The EIA was carried out prior to Slovakia's EU accession between 2002 and 2004 in accordance to Act no. 127/1994 Coll. The final EIA Statement was issued in September 2004. At that time a non-technical summary (NTS) of the EIA was not mandatory. The summary of the EIA was disclosed to represent the NTS.

The Territorial Decision was issued in July 2007 and valid in September 2007. The Building Permit was issued in January 2010 (No. 02252/2010/SCDPK-02773) and valid in February 2010 for full construction. Two changes to the Building Permit were issued in September 2011 and October 2011. A notification of change statement according to (EIA) Act No. 24/2006 was issued in October 2013 in relation to the project. An appropriate assessment and trans-boundary EIA procedure were completed in 2013.

The project was subject to requirements of the Convention on Environmental Impact Assessment in a Trans-Boundary Context (Espoo Convention). The Hungarian Ministry of transport was consulted upon with regard to cross-border location and trans-boundary environmental effects in 2010. In July 2013 the Hungarian Ministry of Environment confirmed that no significant trans-boundary environmental effect was expected – taking account of Espoo convention.

The project was approved for Cohesion Fund co-financing from the European Commission.

Environmental Impacts

The project will divert strategic traffic away from the existing national road I/68 connecting Kosice with the Slovakian / Hungarian border. The R4 Košice and Milhost' will lead to localised improvements in air quality, vibration, noise pollution and severance for certain communities as well as improvement in safety.

The main residual impacts of the project are those commonly related to major new linear infrastructure. These include conversion of agricultural, natural vegetation and made lands, construction impacts related to earthworks and structures, severance for local communities and local habitats, visual intrusion for certain receptors; and localised increases in air pollution, vibration and noise pollution for certain receptors.

Mitigation measures were stipulated for the project covering construction and operation. Measures related to noise and vibration reduction from construction traffic, dust prevention and collection and filtration of drainage were stipulated for construction. Other measures included biological revitalisation of certain sites (landscaping and rehabilitation), water protection, construction of noise barriers, conservation of migration corridors, installation of animal fencing, and construction of nesting boxes for large birds in the nature areas.

Land acquisition consisted mainly of agricultural land and has been fully completed.

Biodiversity Issues

The project passes through the special protected area (SPA) SKCHV009 Košická Kotlina, designated in January 2008 and defined under the Birds Directive (2009/147/EC) as transposed into Slovak legislation by Act No. 543/2002. A screening of envisaged biodiversity impacts of the project on Natura 2000 sites was undertaken in 2009. Based on the findings, the competent authority concluded that the project was not likely to have significant impacts. A nature conservation declaration was issued by the State Nature Conservancy in July 2009 and updated in March 2010 and December 2011.

Further to assessment by the EC as part of its application for Cohesion Fund support, existing studies were deemed insufficient in terms of appropriate assessment in accordance with Article 6.3 of the Habitats Directive 92/43/EEC. In 2013 an appropriate assessment was undertaken by the competent authority and re-concluded that the project would not have a significant negative impact on nature conservation areas. No new mitigation measures were proposed.

Climate Change

The project involves considerable earthworks, construction of drainage and retention structures that may be vulnerable to climate change – particularly flooding risk. The project was designed to Slovak motorway standards and Eurocodes (for civil structures) with associated safety factors. No further allowance for climate change was included in the design or construction process.

Social Assessment, where applicable

Social aspects were considered to the extent of inclusion in the planning process and environmental procedures. This included stakeholder consultations and public enquiry. The project shall comply with relevant European Directives related to health and safety of workers during construction and operation. Act No. 296/2006 transposes Directive 92/57/EEC on health and safety at temporary construction sites. Act No. 249/2011 and 251/2011 describe requirements related to road safety audits transposing Directive 2008/96/EC.

Public Consultation and Stakeholder Engagement, where required

The EIA and planning process for the project required stakeholder and public consultation. Stakeholders consulted included the Ministry of Environment, State Nature Conservancy, District environmental office in Košice, Division of nature and landscape and protection, Aviation Authority of the Slovak Republic, Slovak electric transmission system, Office for Rail Transport Regulation, US Steel Košice, District mining bureau, archaeological institute and Slovak road administration,

Public hearings were carried out as part of the EIA process. This included public hearings in city district Košice-Šebatovce and seven municipalities in 2004. The notification of change by the Ministry of Environment and appropriate assessment and trans-boundary EIA included public notification and hearings in 2013.

Other Environmental and Social Aspects

The project Territorial Decision and Building Permit stipulate monitoring of environmental impacts prior to, during and post construction. Categories of monitoring cover flora, fauna, slope stability, surface water, ground water, noise, vibration and air quality.