

Environmental and Social Data Sheet

Overview

Project Name:	Railway Žilina-Krasno
Project Number:	2011 0396
Country:	Slovak Republic
Sector:	Transport – rail
Project Description:	<p>The project concerns the rehabilitation and modernisation of 18.9 km of the existing twin track electrified railway line (3kV DC) between Žilina - Krásno nad Kysucou, in the line Žilina -Cadca, located in northern Slovakia. The modernised line will allow maximum speed of 140 km/h (160 km/h for tilting trains). Rehabilitation works in 2 stations (Kysucké Nové Mesto and Krásno nad Kysucou) and 4 train stops are also part of the project.</p> <p>The project is part of the TEN-T and is located on Pan-European corridor VI.</p>
EIA required:	No. It is classified under Annex II of EIA Directive and an EIA screening out decision has been issued by the competent authority.
Carbon footnote exceed threshold:	No

Key Environmental and Social Issues

The project falls under Annex II of the EIA Directive 85/337/EEC as amended by Directives 97/11/EC and 2003/35/EC. The project may therefore be subject to an EIA, depending upon the decision of a screening procedure carried out on the basis of the criteria specified in annex III of the Directive, determined by the competent authorities.

The Ministry of Environment of the Slovak Republic, as the Competent Authority (CA) decided that the project would not be subject to EIA according to the Slovakian EIA Law No. 127/1994 Coll. Following a preliminary environmental impact study in 2001, which was subject to public consultation, an EIA screening out decision for the project was issued on 28 March 2002, before EU accession of the Slovak Republic in 2004. Slovakian EIA law No. 127/1994 was subsequently amended by Law No. 391/2000 Coll. and by Law No. 24/2006 Coll. (transposing both Directive 85/337/EEC as amended by 97/11/EC and the 2001/42/EC SEA Directive).

The promoter prepared a supplementary environmental assessment in 2008, for the application of EU grants for the project, which ratifies the initial screening out decision and concludes that the project is not subject to an obligatory environmental impact assessment (EIA) in terms of Act no. 24/2006 (currently in force and mirroring EU directives).

The project does not impact on any special areas of conservation (site of Community importance – Natura 2000 network), as indicated in the declaration of the State Nature Conservancy of the Slovak Republic, already received by the Bank (dated 20 September 2007). The project would result in about 3 kton of CO₂ savings per year, mainly because the improved railway service would reduce freight transport by truck.

The project is included in the Operational Programme – Transport 2007 – 2013, which was subjected to SEA, concluded in February 2007.

In view of the above findings, the project is acceptable for the Bank's financing.

Environmental and Social Assessment

The EIA screening out decision is based on a rational analysis of relevant factors, including size and character of proposed activities, inputs and outputs, location and land-use, environmental impacts expected. The preliminary environmental study that supports the screening out decision was elaborated in December 2001, and was subject to institutional consultation. Consultation to general public took place in different stages of the project preparation: territorial procedure for the zoning permit (2005) and building permit procedure (2007).

Impacts of the project will largely take place during construction. The impacts during operation will be generally positive as a result of the improvement of an existing infrastructure. Main impacts during construction refer to water, noise & emissions. Standard corrective and mitigating measures have been proposed.

EIB Carbon Footprint Exercise

The project is not included in the EIB Carbon Footprint exercise. The EIB Carbon Footprint exercise currently only includes emissions from Direct Investment Loans or large allocations under Framework Loans above the methodology thresholds.