

Environmental and Social Data Sheet

Overview

Project Name:	MODERNISATION OF RAILWAY TRACK – SECTION BELUSA-PUCHOV
Project Number:	2013-0268
Country:	Slovakia
Project Description:	Modernisation of 9 km of railway track between Beluša - Púchov in Slovakia
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	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 EIA 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, determined that the project would be subject to EIA under national regulations prevailing in 2002 and an EIA was carried out and approved in 2003 for the full Nové Mesto nad Váhom – Púchov section, of which this project is part. The project is not expected to impact upon Natura 2000 areas, as has been confirmed by the Competent Authority. A scope change in 2012 near the village Dolné Kočkovce was screened out by the Competent Authority and the 2003 EIA remained valid.

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.

Environmental and Social Assessment

Environmental Assessment

The Project comprises the section Belusa – Puchov, and includes the renewal of the station at Puchov. The project is part of the overall modernisation of the railway Nové Mesto nad Váhom to Púchov, aiming to increase the track speed up to 160 km/h. The overall modernisation programme is included in the Operational Programme – Transport 2007 – 2013, which was subjected to SEA, concluded in February 2007.

The EIA procedure was governed by the Slovak EIA Act No. 127/1994 Coll. on Environmental Impact Assessment as amended by Act 391/2000 Coll. An EIA has been carried out for the complete section between Nové Mesto nad Váhom to Púchov in 2002. As part of the EIA process, different alternatives have been analysed, discussed and the preferred option has been recommended and approved by Ministry of Environment of the Slovak Republic on 15th

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.

of June, 2003. After the approval, the alignment of the track near the village Dolné Kočkovce was amended on request of the village, moving the track 60 meter away from the village border. The competent authority, after being asked, issued in august 2012 the opinion informing that the changes to the Project are not likely to have significant adverse environmental impact and that no further assessment is required.

In addition, the section of railway related to the current application (Belusa - Puchov) was also subject to a zoning decision and building permit, for which additional assessments and approvals were obtained, including consultation with responsible environmental agencies. The building permits, which were issued in 2009 and 2012, did include all conditions and mitigation measures that were stipulated in the EIA decision.

The Competent Authority issued a declaration that the project is not likely to have significant impacts on a Natura 2000 site on the grounds that the project follows mostly the current railway track and there are no Natura 2000 sites in the vicinity of the project area. The closest sites - SCI Strážovské vrchy (code SKUEV0256) and SPA Strážovské vrchy (SKCVU028) are located ca. 6 km southeast of the area of the interest behind the mountains Vřšok and Borová Hôrka.

Public Consultation and Stakeholder Engagement

The EIA carried out in 2002 for the complete Nové Mesto nad Váhom – Púchov railway 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.